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TIME-TABLE
Week Days
7.00 a.m. to 8.00 a.m....Every 15 minutes
8.00 „ to 9.30 „ ... „ 10 „
9.30 „ to 10.00 „ ... „ 15 „
10.30 „ to 12.30 p.m.... „ 30 „
12.30 p.m. to 2.30 „ ... „ 10 „
2.30 „ to 4.30 „ ... „ 30 „
4.30 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.00 „ ... „ 10 „
Night Cars.
8.50 p.m., 9.20 p.m.
10.00 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.
Saturdays.
Extra Car—12.00 Midnight.
Sundays.
7.30 a.m.
8.00 „ to 10.00 a.m....Every 15 minutes
10.30 „ to 11.00 a.m.... „ 10 „
11.30 „ to 12.30 p.m.... „ 15 „
12.30 p.m. to 1.30 „ ... „ 10 „
1.30 „ to 5.30 „ ... „ 15 „
5.30 „ to 6.00 „ ... „ 10 „
6.00 „ to 6.30 „ ... „ 15 „
6.30 „ to 8.00 „ ... „ 10 „
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57

KOWLOON-CANTON RAILWAY.
TIME TABLE.
On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)
DOWN TRAINS

Stations		No. 3 A Local. a.m.	No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 23 Local. p.m.	No. 21 Local. p.m.	No. 25 Local. p.m.
CANTON (Tai Sha Tau)	dep.		7.30		8.35		3.30				
SHEK LUNG	arr.		8.40		11.07		4.46				
	dep.		8.45		11.17		4.50				
Shum Chun	arr.		10.35		2.00		6.40				
	dep.	7.27	10.30	8.10	4.30	11.45	6.44	3.10	6.07	6.11	9.04
Sheungshui	dep.	7.33	—	8.16	4.37	12.51	—	3.05	6.10	6.17	9.10
Fanling	dep.	7.37	—	8.21	4.43	11.55	—	3.10	6.14	6.21	9.15
Taipo Market	dep.	7.46	—	8.30	4.54	12.04	—	3.21	6.24	6.31	—
Taipo	dep.	7.52	—	8.37	5.00	12.09	—	3.27	6.29	6.36	9.26
Shatin	dep.	8.04	—	8.50	5.14	12.22	—	3.40	6.41	6.48	—
Tsamati	dep.	8.17	—	9.04	5.30	12.35	—	3.53	6.55	7.03	—
Hunghom	dep.	8.22	—	9.10	5.36	12.41	—	3.59	6.59	7.09	—
KOWLOON	arr.	8.26	11.20	9.13	5.39	12.44	7.25	4.07	6.62	7.09	9.51

Wednesdays, 2nd Saturdays only, until Sept. 15th.

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local	No. 18 Local p.m.	No. 20 Local. p.m.	*No. 12 Through Express. p.m.	No. 22 Local p.m.	No. 24 Local p.m.
Last Ferry leaves	H.K.	6.25	7.55	9.05	10.14	11.46 a.m.	1.05	2.00	3.45	4.55	8.05
KOWLOON	dep.	6.46	8.10	9.30	10.33	12.06 p.m.	1.18	2.20	3.05	5.23	8.23
Hunghom	dep.	6.50	—	9.35	10.37	12.08	1.22	2.24	—	5.58	8.28
Yaumati	dep.	6.57	—	9.42	10.43	12.09	1.28	2.30	—	5.03	8.35
Shatin	dep.	7.09	—	9.55	10.55	12.23	1.40	2.42	—	5.14	8.47
Taipo	dep.	7.22	—	10.00	11.00	12.35	1.45	2.55	—	5.27	7.01
Taipo Market	dep.	7.28	—	10.07	11.13	12.38	1.57	2.50	—	5.31	7.05
Fanling	dep.	7.37	—	10.19	11.23	12.47	2.07	3.16	—	5.41	7.19
Sheungshui	dep.	7.41	—	10.23	11.27	12.50	2.11	3.20	—	5.45	7.19
Shum Chun	arr.	7.48	8.50	10.29	11.33	12.55	2.18	3.26	5.10	5.50	7.34
	dep.	—	8.55	10.50	—	—	—	—	5.45	—	—
SHEKLUNG	arr.	—	10.35	1.53	—	—	—	—	8.25	—	—
	dep.	—	10.40	2.15	—	—	—	—	8.30	—	—
CANTON (Tai Sha Tau)	arr.	—	11.50	3.10	—	—	—	—	9.40	—	—

(Wednesdays only, until Sept. 15th.)

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.
The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.
Fanling	dep.	8.50	12.00	2.20	6.00	Shataukok	dep.	7.05	10.20	1.05	5.00
Shataukok	arr.	9.45	12.55	3.15	6.55	Fanling	arr.	8.00	11.15	2.00	5.55

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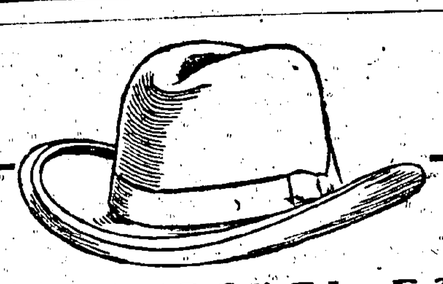
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PARIS OVERCROWDED.

SCARCITY OF HOUSES.

[BY J. D'ARCY MORELL.]

PARIS, June 1st.

The hosts of men in khaki have long since vanished from the Boulevards, except for a stray British or American soldier wending his way, stick in hand, through the teeming crowds of Neo-Parisians and strangers. Your true Parisian, or "Parisienne," is easily distinguished from the rest. The native saunters along the tree-lined avenues and glances knowingly at things worth noting, but without haste. The real "flâneur" is not dead. You can still see this "artiste" in the art of living and of doing nothing "avec mesure," who yet can give the appearance of doing something even in his "flânerie." The born "Parisienne" of to-day knows how to walk, even in a crowd. You can pick her out by her dress. She wears her toilette with ease. An assurance contrasts in her case with the bewildered flurry of stranded provincials during and since the war. The luckless emigrants from the devastated regions who fled here during the years of anguish were housed heaven knows how and where. Continually I have seen these industrious countryfolk wandering from house to house in Paris and suburbs to discover a shelter wherein they can lay their heads; with parcels and handbags they trudge wearily trying to find the unfindable. A man who quitted Paris for his ruined village soon returned. Not a vestige remained. An earthquake had passed that way. His home and his village had vanished. At last he came upon a statuette in bronze. He knelt among the growing reeds, the rank grass, and fragments of masonry. His eyes were dimmed, he told me. The statuette belonged to his wife, who died from want and that statuette was all that remained to him. That man is a head butcher in one of the Paris co-operative stores.

THE WAR REFUGEES.

"Madame," the refugees would say to the concierge of buildings let in lodgings, "have you just one room to let!" "No, nothing," was the usual reply. More than a million of these refugees fled hither from the stricken region, and only a small portion have returned there so far. Paris, the inviolate, was to them an earthly paradise, and also to the rustic youth of the rest of France that has been spared from invasion. The glamour, the amusements, the high wages of the brilliant metropolis excite the imagination of provincials, for is not Paris "La tête et le cœur de la France!" For years they have deserted the villages and fields, leaving the old folks and hired labour to till the soil. When in the early days of the war the German armies surged onwards to the capital with seemingly resistless might all inhabitants had taken wing except those unable to leave or retained by duty. I often strolled in those days of doubt along the empty streets and boulevards in the impressive silence that oppressed one with a sense of isolation from lack of news coming from the outside world.

Paris was almost as empty when the German armies again tried to break through the defence late in the war; mountains of luggage were piled up in the stations to follow, if possible, the million and a quarter who again sought refuge far from the scene of action. But a constant stream of homeless people came to Paris in crowded trains and on foot or country carts; one old woman was wheeled towards Paris on a barrow out of the danger zone. They considered Paris a haven after the inferno they had just escaped from. The old hostelries of "ancient days are gone or turned to other uses. The time-honoured inscription, "On loge à pied et à cheval," belongs to another age, like mine host, rubicund and smiling to receive his guests. A story was told the other day of a young English couple of the best society, who came to Paris to spend their honeymoon. They tried the hotels. Of course, there was not a room to be had, not even in the garrets. Furnished apartments were not to be discovered, and unfurnished still less so, even at any price. There were several mansions, composed of flats, for sale, because the owners were ruined, having received no rent from the tenants since the beginning of the war, under that remarkable law of the moratorium, and being unlikely to be paid for an indefinite number of years to come. One of these mansions was sold to one of the "new rich." This important personage was a very modest shoemaker before the war, and made his fortune by manufacturing boots wholesale for the army. He wished to get rid of the unpaying tenants, so applied for a concierge to take charge of the property. The young English couple went to see the wealthy war profiteer to ask for this situation, and the latter, on seeing the references, was proud to have at his service people of such good standing. Indeed, they are said to have proved a great success; the tenants are so fond of their youthful janitors that they mean to remain and to pay.

HUGE RISE IN RENTS.

There is a refuge somewhere about the Rue Montmartre where night wanderers can sit on benches till the morning hours for four or five sous. This establishment is greatly appreciated and beset by the homeless, like one or two other similar refuges. It is to be hoped that the thousands of visitors coming to Paris will not be driven to seek shelter on these hard but hospitable benches. A strange Parisian feature has since the war been the always crowded theatres and cinemas, crammed not with "paper," but with paying spectators. People say that the world is impoverished by the war; one would not think so in Paris so far as pleasure-seeking is concerned. A family from devastated Soissons told me that they went constantly to the playhouse in order not to brood over their woes and losses in uncomfortable lodgings. Rents since the war have risen by leaps and bounds. In some instances rents that stood at 1,500f. yearly have gone up to 4,000f. and 5,000f. and more. At the time of Molière dear living and scarcity of lodging were also the cause of disproportionate rents. Molière between his journeys to the South of France rented a small apartment in a doctor's house. One day Esculapius told the famous playwright that he was compelled to add considerably to the rent of the flat

(*Continued at foot of next column*).

on account of the high price of living. Molière stormed and protested. But the landlord was inexorable. He must pay or leave. Flats were as difficult to find then as in these days. The author of the "Bourgeois Gentilhomme" and the "Medecin malgré Lui" had to submit to his fate and pay the supplement of rent or be turned into the street. That is, doubtless, the reason why the famous satirist scorned doctors and turned them into ridicule, for example, in his comedy of the medical consultation of the Four Physicians of Cardinal Mazarin at Vincennes, where all differed from each other in their diagnosis of the patient's disease.

In the years preceding the war a certain M. Cochon earned fame as the tenants' protector when difficulties arose with the houseowner or his concierge. He employed a gang of expert furniture removers, who quickly smuggled away the goods and chattels in vans or handcarts under the nose of the dismayed concierge, while his trained band, known all over Paris as the "Raffut de Saint Policarpe," serenaded the indignant landlord with the earsplitting charivari of their rough music on discordant instruments such as pans, kettles, and bullocks' horns. No one wishes to be removed now because few keep up the fashion of paying rent, and landlords do not care to let their premises. Moreover, M. Cochon, mobilised during the war, was court-martialled for desertion, and sent to prison. The landlords are revenged.

In the course of the next few weeks an army of American citizens will land in France, this time not with all the stern array of war, but peacefully bent on having a good time, especially in Paris. They are coming in thousands upon thousands, and every corner in the boats has been booked long beforehand. The hotel keepers are perplexed but rejoiced. Where shall we lodge these welcome guests who will arrive with pockets full of dollars? The wily caterers well know that accommodation will grow to fantastic proportions through competition. Nevertheless, they have approached M. Borrel, formerly president of the group of tourism in the Chamber, and now Secretary of State, to plead their cause before the great rush begins. The millionnaires will probably find quarters, for kings, even of steel and petrol, must be treated regally at royal prices. But the others? M. Borrel will try to touch the heart of his colleagues, especially M. Thoumyre. For the various Government functionaries still occupy several of the grand hotels for administrative purposes. These might be vacated to receive some of the Americans. They must not be left to wander homelessly in the "City of Light." The cafés and restaurants will remain open until one in the morning, coal will help to light up brilliantly "La Ville Lumière," to do honour to visitors, though none is available for humble homes, even to cook the dinner.

—*Daily Telegraph.*

HOME RULE FOR MALTA.

DRAFT CONSTITUTION.

MALTA, June 19th.

At a meeting of the Council of Government this morning Lord Plumer read despatches from the Secretary of State covering the draft instruments for the new Constitution, which draft instruments were laid on the Council table. The despatches were lengthy, and covered many points. There will be a Senate of sixteen members and a Legislative Assembly of from thirty-two to forty members to deal with local affairs. There will also be a small nominated Council for Imperial affairs and a Privy Council which may discuss Imperial and mixed interests and the widest matters of interest, both locally and imperially. Generally, the new Constitution is modelled on that granted to the Transvaal in 1908, and will confer on Malta a degree of self-Government equal to that enjoyed by Australia.

The Council Chamber was packed, there being a full attendance of members, and the Archbishop and Dr. Sciberras occupied special places. Every seat was filled and all available standing-room was crowded when Lord Plumer entered precisely as the noonday gun fired. Everyone present followed the reading of the despatches with keen attention, and several times interrupted to applaud. Lord Plumer announced that the Secretary of State desired to have local opinion on the draft Constitution, and was prepared to receive suggestions and amendments which did not contravene the spirit of the draft. His Lordship is therefore inviting the leading citizens to submit their views within the next two months.

Generally, the impression seems to be that the new Constitution will prove even better than was expected or hoped. At the conclusion of the proceedings Lord Plumer received an ovation from the crowded Council Chamber and another from the waiting crowd outside as he left the Palace. His Excellency leaves Malta this evening on short leave of absence.—*Daily Telegraph.*

SOLDIERS' AND SAILORS' PARLIAMENT.

COPENHAGEN, June 13th.

A novel institution has been founded in Germany by the edict of the President in the shape of a military chamber to give professional representation to members of the army. This has been done because the Defence Minister is a civilian, and has not the same knowledge of soldiers' needs and wishes as an army man, so that he is regarded with suspicion. The purpose of the chamber will be to provide a permanent connection between the Central Administration and the troops. It will report to the Commander-in-Chief and voice the grievances and wishes of various units. Its members will total sixty-nine, including fourteen officers, and all to be elected early in July by a secret ballot, in each case by those of their own rank. This soldiers' Parliament will meet in Berlin whenever the necessity arises. It is hoped by this innovation not only to maintain confidence in the army leaders, but to restore good relations with the civilian population. In the same way, a naval chamber will be constituted.

THEATRE ROYAL,

MR. T. DANIEL FRAWLEY

PRESENTS THE

FRAWLEY COMPANY

In Repertoire of the Latest London and New York Successes.

TO-NIGHT TO-NIGHT

"THREE WISE FOOLS"

THURSDAY, Aug. 5th: "LIGHTNIN".

FR Aug. 6th: "POLLY WITH A PAST"

SATURDAY, Aug. 7th: "IT PAYS TO ADVERTISE"

PRICES AS USUAL. BOOKING AT MOUTRIE'S.

[1238

THE PEDRO NOLASCO SCHOOL OF COMMERCE

(Escola Comercial "Pedro Nolasco")

Macao.

THIS School, maintained by the ASSOCIATION FOR PROMOTING THE INSTRUCTION OF THE MACAENSE, is open to Boys and Girls of Portuguese nationality who have attained the required standard of primary education. Tuition, Books and Stationery are supplied free of charge.

A large building is now in course of erection.

Further particulars may be obtained of

THE SECRETARY,
ASSOCIAÇÃO PROMOTORA DA INSTRUÇÃO DOS MACAENSES,
Macau.

1274]

SOLE AGENTS

THE FUJI TRADING CO., LTD.,

(Inc. in Japan).

New Patented Invention:
Flexible, Unbreakable and Beautiful

SILK GLASS

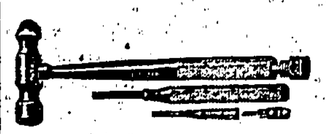
Replaces Ordinary Glass in all purposes.

Sample on application to

THE FUJI TRADING CO., LTD.

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[933

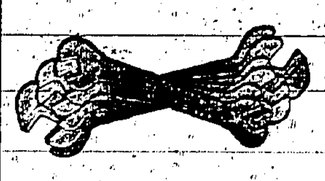


JUST ARRIVED.

A FURTHER STOCK OF

MOST USEFUL TOOLS

FOR MOTORISTS.





UNION ENGINEERING CO., LTD.,

York Building,
Chater Road.

[125

"IDEAL" THE CREAM SUBSTITUTE

MAKES

IDEAL ICE CREAM

PUDDINGS, DRESSINGS, Etc.

PACKED BY

NESTLE'S

OBTAINABLE FROM

LANE, CRAWFORD & CO.

25 cts. per tin.



CORRESPONDENCE.

HONGKONG OBSERVATORY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I would draw your attention to a very glaring inaccuracy in the letter of "Interested Mariner," published in your paper of the 31st July, which, in all fairness to the Director of the local Observatory, should be corrected.

"Interested Mariner" states that on the morning of 13th July the Hongkong Observatory forecast was "Typhoon about 250 miles E. of Luzon, its direction of motion is at present unknown."

Now, Sir, in referring to the foregoing, I must call your attention to "Interested Mariner's" further statement that he left this port, for the North, at 10 a.m., on the 13th, and that up to that time no signals were hoisted, and further that the quoted weather report, was obtained from your paper of the 13th July. Now I contend, that it should have been perfectly obvious to anyone, that the weather signals of the 13th inst., could not be hoisted by 10 a.m. on that date, and that the weather report in your issue of the 13th inst., must have been the one of the day previous (12th inst.) as the *Daily Press* is published in the early morning, and it, therefore, follows that it is manifestly impossible for your paper to state the forecast for the day current.

(This, should have been pointed out by you, when "Interested Mariner's" letter was given publicity, and his attention drawn to the fact that the weather report in your issue of the 13th was for the previous day, the 12th, and that it was dated accordingly).

If "Interested Mariner" depends on the local Press for his information regarding weather, he should be careful to note the date heading the report, for, to read a weather report inaccurately, and then to turn round and call down the Administration of the Observatory, as he has done, is not playing the game, and he should now be the first to admit it.

I will now, Sir, give you the main portion of the weather report as issued by the local Observatory at 11 a.m., July 13th —Warning to Hongkong, Phulien, Manila Coast Ports, etc.—A Typhoon within 50 miles of Lat. 19deg. N. Long. 124deg. E., moving N.W."—at the same time, the signals conveying this information, were hoisted on Blackhead Hill. I ask you, therefore, what cause had "Interested Mariner," for a grouse? I contend he had no cause. He read the report of the 12th, called it the 13th, and did not even trouble to get into touch with the Observatory to obtain the latest information available.

I also happen to be a Mariner, and know of all the anxieties attaching to the profession during the Typhoon Season, but when setting out for a voyage at a time when weather conditions are unsettled, I have always made a point of interviewing the Director of the Observatory, or telephoning him (Tel. No. K90) for the purpose of obtaining the latest weather news, and have invariably had the results of all the information to hand, made available to me. I have, further, had 25 years' experience as a seafarer in the Far East, and have a fairly intimate knowledge of the system obtaining here, at Shanghai and at Manila, and have no hesitation in saying that I have the most profound admiration for the Administration of all three.

Should the information issued by any of these Observatories be a bit late in coming along—owing to cable delays—they should not be blamed. I know by personal experience that Manila has the same difficulties to contend with, and is often at a loss to know—through the lack of information coming through from Northern stations—whether a Typhoon is proceeding in its westerly course or recurving to the N.E.

With reference to Japan—when you read "no returns from Japan, etc., etc.," then you may take it that there *are* no returns.

"Interested Mariner's" reference to Miss Doberick is uncalled for, and is in distinctly bad taste. The same may truthfully be said of the concluding paragraphs of his letter.

Enclosing my card.—I am, Yours, etc.,
F. T. W.

Hongkong, August 3rd, 1920.

HONOUR TO BRITISH SCULPTOR.

Sir George Frampton, R.A., the sculptor of the Nurse Cavell Memorial, London, has been elected a member of the "Corps Académique," Antwerp, in the place of the famous French master, Rodin. This honour has been conferred on him in recognition of his beautiful memorial to Nurse Cavell, which is considered one of the finest monuments in Europe.

AN EXCHANGE TRANSACTION

BANK OF EAST ASIA SUES CHINESE FIRM.

At the Supreme Court, yesterday, before the Acting Chief Justice (Mr. H. H. J. Gompertz), an action was heard in which the Bank of East Asia claimed from the Kin Cheong Chan firm the sum of $16,361.49, being difference in exchange of Y.150,000, purchased by plaintiff under two separate contracts.

Mr. W. H. Drummond (instructed by Mr. Cully, of Messrs. Deacon, Looker, Deacon & Haraton), appeared for the plaintiff.

Defendant was neither present nor represented by counsel.

The statement of claim set forth that by an agreement in writing, dated April 19th, 1920, one Chan Hung Pan, acting for and on behalf of, and as manager of the defendants, agreed to sell to the plaintiffs the sum of yen 50,000 at exchange 155. Another agreement, dated April 27th, was also entered into by the same person to sell yen 100,000 at exchange 193. The defendants refused to carry out wholly the agreement and as a consequence the plaintiffs suffered damage to the extent of $16,361.49.

Mr. Drummond said that the case came up before the Court on July 17th and certain amendments were made in order to get a substituted service of summons. That had been carried out and everything necessary was complied with. The action was on two contracts by which plaintiff purchased from defendants two sums, namely, on April 19th yen 50,000 at the exchange rate of 155, and on April 27th yen 100,000 at exchange rate of 193. Subsequently on May 27th a telegram was received from plaintiff's agents in Japan to the effect that yen 30,000 had been delivered to the agents in Kobe, leaving a balance still due to be delivered under the contracts of yen 120,000. Every possible step had been taken to endeavour to get defendants to carry out the contracts, but without success. They had exercised every patience and waited until May 31st before purchasing the yen in the market at the current rate. The difference between the cost of that purchase and the price which should have been obtained from defendants resulted in a loss of $16,361.49 cents.

After hearing the evidence of the Chief Accountant of the Bank, His Lordship gave judgment for the plaintiff.

ALLEGED ASSAULT.

EUROPEAN CHARGED.

BAIL ESTREATED.

Sergeant Moss, of the Water Police, on Monday, received a telephone request for a European constable to be sent to No. 8, Lochiel Terrace, Kowloon, occupied by Mr. W. J. Cooper, a marine officer. Sergeant Stimson was sent. On arrival at the house, the Sergeant interviewed Mrs. Cooper. While the Sergeant was talking to Mrs. Cooper, Mr. Cooper, who is alleged to have been under the influence of liquor, is said to have appeared, and told the Sergeant to get out of his house. Mrs. Cooper, however, refused to let him go, saying that she needed his help, Mr. Cooper, it is asserted, then, without warning, dealt the Sergeant a heavy blow on the jaw. Mr. Cooper was taken to the Police Station where he was detained for several hours and later he was bailed out by his wife.

Yesterday when his name was called to answer a charge of assaulting a Police Officer, Mr. Cooper failed to appear and his bail of $10 was estreated.

POSSESSION OF OPIUM.

$2,000 FINE.

Revenue Officer Marks charged a Chinese, yesterday, with the unlawful possession of 37 taels of prepared non-Government opium.

The defendant pleaded "guilty." He said that the drug was Amoy opium.

The officer said that the defendant was searched as he was about to leave the s.s. *Amakusa Maru*. The drug was found tied round his body.

The Magistrate imposed a fine of $2,000, or, in default, six months' hard labour. The drug was confiscated.

EXPORTING SILVER COINS.

Two Chinese men and a woman were charged at the Magistracy, yesterday, with unlawfully attempting to export $288 worth of Hongkong subsidiary coins.

The Police said that defendants were on board the *Sanmahoi* as she was about to sail for Kongmoon. They were searched and the coins were found on their persons.

The Magistrate imposed a fine of $15 each.

REVOLTING BRUTALITY TO "SLAVE GIRLS."

CHINESE WOMAN FINED $500.

A most revolting case of brutal cruelty to two little "slave girls" was heard at the Magistracy, yesterday, when a Chinese woman stood charged with the offence.

Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) appeared for the defence.

Mr. Jenkin stated that the defence would be that the woman used a burning wick merely to cure the child of boils, as was the ordinary custom among Chinese, as the child was suffering with boils. She might have exceeded what was reasonably necessary for the purpose, and on that basis only she was prepared to plead guilty to the excessive use of the process of burning. He understood that the Captain Superintendent of Police was prepared to accept such a plea if the maximum fine of $250 was imposed, and under such circumstances, if the fine was imposed, the woman was also willing to pay adequate compensation to the children and to see that they were looked after in future by the Po Leung Kok.

The Magistrate (Mr. Smith): Of course there is always a chance of imprisonment without the option of a fine. It is a bad case.

Mr. Jenkin: I quite agree. I am merely mentioning that the Police are willing to accept the plea.

Mr. Smith: I know nothing about the case. I think we had better have the medical evidence. It will be the easiest way of finding out how we stand.

Dr. To, of the Government Civil Hospital, stated that on July 13th about 3 p.m. the elder of the two girls was brought to the hospital and was examined by him. She had a contused wound on the left side of the head; lacerated wounds on the lips; and the whole of her chest and the upper part of her abdomen were covered with bruises and burns. The whole right and left arms, from the shoulder to the hand, were covered with bruises of various sizes. The left elbow joint was badly bruised and swollen. The whole right groin was badly bruised and there were a few small wounds on the left groin. There were bruises also on both legs and thighs. The whole of the back was thickly covered with bruises and there were two superficial wounds on the shoulders. There were numerous burns on the chest.

Witness said he next examined the little girl and she also had bruises of various sizes on her body, more particularly on the right side, the right arm and the right leg. The right groin was badly bruised and swollen. There were no burns found on her body.

Mr. Smith: Were these wounds curable?—Witness: Yes.

No chance of them being permanent?—No.

Mr. Jenkin: The children were suffering from boils?—Witness: I could not find any trace. They might have boils now, but they did not have them when I first examined them.

Burning by wick or paper is the usual process, is it not, amongst Chinese people for curing boils?—Not for boils, but for inflammation of some kind.

Chinese doctors, I think, apply the burning process?—It is customary.

Mr. Smith: Is it a sort of cauterisation, or is it just a counter-irritant?

Witness: A counter-irritant.

Mr. Jenkin: That would be such burns as in the present case?—These are more extensive.

You found no necessity for the burns?—No.

The burns were not recent?—Some of them were quite recent.

The wound on the head of the elder child is not necessarily the result of ill-treatment?—No.

They were the chief injuries?—Yes, and on the groins.

In neither case was it necessarily the result of ill-treatment?—No.

If the elder child fell from the cock-loft on a wooden clog, that would cause some injuries?—Yes.

Mr. Smith: Not all?—No.

Mr. Jenkin: It might cause the larger injuries?—Yes.

Now, some of the injuries are such that a child might get in the ordinary course of its daily routine?—None of them.

Does not a child get a bruise?—Yes, but not to that extent.

Some of the minor injuries are such as a child might receive in the ordinary course of daily existence?—Yes.

With regard to the little girl her injuries were not so severe?—Yes, the principal injury was on the groin.

Was that necessarily the result of ill-treatment?—No.

The elder girl went into the box, and, while giving evidence, wept. She said that she was a "slave girl." She was ordered to go up to the cock-loft to get a lamp for repair. She failed to get the lamp and her mistress assaulted her and "broke her head." She tried to get some ropes to tie her up and witness ran into the street for help. Her mistress had ill-treated her before. She had marks on her hand showing that she had been tied with a rope. She was covered with blood.

Cross-examined, she said she did not fall off a ladder. Defendant beat her when she went up to the cock-loft, and when she came down, beat her a second time. She pressed her on to the floor, placed a stool across her neck and then knocked at her head with a piece of firewood. The smaller girl had been frequently beaten.

A Chinese neighbour said that the children were treated well.

Mr. Smith said that people went into gaol every day, for using much less violence, but he thought a fine would meet the present case. He fined the woman $500 and ordered the children to be taken to the Po Leung Kok.

NEW DESPOTS FOR OLD.

THE FIGHT FOR PEKING.

The following article appears in the *N.-C. Daily News* from "a special correspondent, bearing a Nanking date-line:—

NANKING, July 24th.

It is now perfectly clear that Chang Tso-lin and Chang Hsun and possibly Tsao Kun are not supporting Wu Pei-fu. For Chang Tso-lin has demanded that Chang Hsun be appointed Tuchun of Anhui and Inspector-General of the Yangtze. And that smacks neither of a battle against militarism nor of good government. It sounds more like the pigtail army, like a monarchist restoration.

Two things may be taken for granted. One, that Wu Pei-fu was sincere in his desire to destroy the military clique in control of the government of China. And the other that the Anfu Club was a treacherous, malevolent, selfish organization. With these two facts as a premise where are we after all these battles and manifestoes? We are exactly where we were before.

Instead of Tuan Chi-jui and Little Hsu as war lords, we shall have Chang Tso-lin and Tsao Kun and Chang Hsun. And this trio is more dangerous to the welfare of China than the others. They lack in administrative ability and they are survivals of the pre-revolutionary Chinese. Unless these men are driven from Chinese public life as Tuan and Little Hsu have been, the situation is infinitely worse than it was even in the balmy days of Nishihara and Tsao Ju-lin.

DISCREDITED ALL ROUND.

Chang Hsun is a discredited man, his attempted restoration of the Manchus did not have even Manchu support. He has not a friend even among the most object of the Chinese people. He fled from friends and enemies into the Dutch Legation and he was permitted to return to Chinese territory only after Hsu Shih-chang felt that the public mind was more distracted by Shantung than by monarchical plots. That he was ever permitted to participate in Chinese affairs is only one of the many instances of senility on the part of the present President of China. And as soon as he got a chance he recommenced his efforts to bring back the Manchus. What for? What is his motive? What high patriotic aim guides him? How does he intend to benefit the country? These questions never enter his type of mind. He is worried by only one consideration and that is to get Chang Hsun back to where he can control an army, feed men, clothe men, and squeeze what is left of the economic life-blood of the Chinese Government.

WU PEI-FU SACRIFICED.

Wu Pei-fu is being sacrificed by this trio. Wu Pei-fu was permitted to defeat Little Hsu, but he will not be permitted to enter Peking. Nor will he be permitted to carry out his programme of the destruction of militarism in China. It was never meant that that should be done. It was meant that at the last moment, when Wu Pei-fu's troops have paved the way with their blood, the war lord of Manchuria, the Inspector-General who cannot leave his city without a Japanese permit, was to claim the credit. And he is claiming his pound. He is demanding that his monarchical friend, that his pigtail friend, be given authority over the Yangtze. And will Hsu Shih-chang refuse? Has Hsu Shih-chang ever refused anything? Has he not played both and all sides of every game? Has he not issued mandates dismissing Little Hsu and also dismissing Wu Pei-fu and Tsao Kun? Has he not called the Chihli Tuchuns to Paotingfu to confer on how to destroy Anfuism and has he not denounced the fighting?

A GANG FIGHT FOR OFFICE.

The fight may have started for principles. But it has degenerated into personalities. It may have started for good government, but it has degenerated into a gang-fight for offices. Let us see who the personage are. Little Hsu, Chang Tso-lin, Tsao Kun, Chang Haun, Tsao-Ju-lin, Lu Tsung-yu, Chang Chun-hsiang, Ting Shi-yuan. These are the leaders. Will China be silent?

ARMED ROBBERS DISAPPOINTED.

STAB *FOKI* TO GET A KEY.

An armed robbery is reported to have taken place in a house in New Street early yesterday morning. Five men, who were armed with daggers, entered a shop and seized the master and a *foki*. The *foki* was bound and gagged and the master was imprisoned in a cubicle. The house was ransacked and as nothing was found the men demanded the keys of the safe. The *foki* refused and was stabbed in the abdomen. The robbers then made their escape.

The armed Chinese, who was arrested in Bonham Road on Sunday, was sentenced at the Magistracy, yesterday to six months' hard labour.

PREVENTION OF INFLUENZA.

EFFICACY OF THE USE OF CINNAMON OIL.

Dr. C. A. Bentley, Sanitary Commissioner for Bengal, in a circular letter to Chairman of District Boards and Municipalities, etc., states that a statement received from the Chief Sanitary Officer, Asansol Mines Board of Health, shows the efficacy of the oil of cinnamon as a preventive of influenza. Among a total of 568 persons in ten collieries, who made a systematic use of the oil, only 19 or 2.16 per cent. were attacked with the disease, while out of 522 who refused the remedy, no less than 150 or 28.73 per cent. contracted it.—*The Englishman.*

As a little illustration of how armies are maintained in China, the following paragraph may be useful:—The merchants of Namyung have written to the authorities protesting against the renewal of miscellaneous taxes because they have already paid $16,000 to the former Commander of the Border Defence Army who promised to abolish these taxes permanently.

LANE, CRAWFORD & CO.

ROSE BOWLS

SOLE AGENTS FOR

PRIZE CUPS

MAPPIN & WEBB,
LONDON.

WE ARE NOW RECEIVING FREQUENT CONSIGNMENTS OF MESSRS. MAPPIN & WEBB'S FAMED STERLING SILVER WARE & "PRINCE'S PLATE" AND WE FEEL CONFIDENT THAT WE HAVE THE MOST UNIQUE SELECTION IN THE FAR EAST.

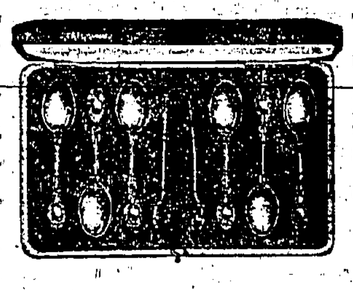


CHRISTENING SETS

OUR PRESENT STOCK IS WELL WORTHY OF YOUR INSPECTION AND INCLUDES

PRESENTATION PLATE

CIGARETTES & CIGAR BOXES, SEALING SETS, MATCH STANDS, CIGARETTE CASES, TRINKET BOXES, PIN & PUFF BOXES, SALTS JARS, BRIDGE BOXES, ETC., ETC.



TEA & COFFEE SERVICES, FRUIT & SWEET STANDS, ENTREE DISHES, FLOWER VASES, SWEET & MUFFIN DISHES, CAFE & LIQUEUR SETS, TOILET SETS, ETC., ETC.

15

DICK'S PATENT PACKING

—(UNIVERSAL SIZE)—

SOLE AGENTS,

LANE, CRAWFORD & CO.,

HONGKONG. [469

COLUMBIA RECORDS.

COMPLETE OPERA OF "RIGOLETTO" ON 17 large Double Sided Records. Nos. C1288 to C1304.

The Anderson Music Co., Ltd.,

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Wm Powell Ltd.

TELEPHONE 346

OUR SUMMER CASH SALE

NOW PROCEEDING FOR 3 DAYS IN THE LADIES' DEPARTMENT ONLY.

INTERESTING ITEMS IN DRESS GOODS.

PLAIN AND FANCY VOILES.

ZEPHYR'S, TOBRALCO'S

SUNRESISTA FABRIC

REMNANTS

AT VERY LOW PRICES.

[38

NEW ADVERTISEMENTS

REVUE CONCERT.

D. F. AMELIAS CO.

THE CONCERT which was abandoned on Saturday last, through the inclemency of the weather, will now be held on THURSDAY, August 5th at 8.30 p.m. at St. Andrew's Hall. Seats will be numbered, and previous ticket holders may have their tickets exchanged at Messrs. Moutrie's.

Admission:
Adults $2; Children $1.
[1287

NOTICE TO CONSIGNEES.

S.S. "DOVLESTOWN" VOY 4.HOME.

FROM CALCUTTA VIA PENANG, SINGAPORE & SAIGON.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on August 9th, at 10 A.M.

All claims must be presented within a week of the Steamer's arrival here after which they cannot be recognised. No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after August 10th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board.
Hongkong August 3rd, 1920. [1289

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motor Vessel

"GLENSANDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 10th Aug., 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 10th Aug., 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, August 3rd, 1920. [1290

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JEYPORE"

Arrived Hongkong, on Aug., 3rd, 1920.

FROM ANTWERP, LONDON, PORTSAID, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, August 3rd, 1920. [1291

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after August 5th.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Aug. 11th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Aug. 25th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 3rd, 1920. [1292

NEW ADVERTISEMENTS

NOTICE.

DURING the temporary absence of the undersigned on leave, or until further notice, the Hongkong Agency of the CHINA MAIL S.S. Co., LTD., will be in charge of MR. C. T. SURRIDGE, effective August 4th.

O. H. RITTER,
Agent.
Hongkong, August 4th, 1920. [1286

TIENTSIN WATER WORKS COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the DIVIDEND WARRANTS, a list of which is appended hereto, having been LOST, in the event of no other claims being lodged with the undersigned on or before the 15th day of AUGUST 1920, the same will be declared Null and Void and New Warrants will be issued in the name of the COMMERCIAL BANK OF CHINA.

DATE OF WARRANT	NO. OF WARRANT	AMOUNT
14th February, 1913	16	Tls. 105.
30th June, 1913	16	84.
18th February, 1914	13	105.
30th June, 1914	11	84.

Dated the 31st day of July 1920.
WILLIAM FORBES & CO.,
Secretaries,
TIENTSIN WATER WORKS CO., LTD.
[1288

NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguilar Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO.

I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLLA,
Milliner and Draper.
Hongkong, July 21st, 1920. 1240

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, AUGUST 10TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.
JOHN ARNOLD,
Secretary.
Hongkong, July 17th, 1920. [1217

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1920, has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 25th day of AUGUST, 1920, to Shareholders on the Register on TUESDAY, the 10th day of AUGUST, 1920, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/8 per Dollar.

By Order of the Board.
R. J. WILTON,
Acting Secretary.
Hongkong, 26th July, 1920. [1252

WANTED.

LADY STENOGRAPHER.

Apply to—
THE ASIATIC PETROLEUM CO. (S.C.), LTD.,
King's Buildings,
Connaught Road.
[127e

WANTED.

ASSISTANT (British) wanted for General Office work. State Age, experience and salary required to:—

Box 1267,
Care of "Daily Press" Office.
[1267

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station.

Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.
[1139

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.

For particulars apply—
CARVALHO & COMPANY,
Machinery Department.
[996

FOR SALE.

NO. 1, STEWART TERRACE, 87, The Peak.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
1261

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P, Q., AD., AE., AI.

G. R.

SALE OF DIESEL MACHINERY.

TENDERS are invited for the purchase of two sets of Vickers Diesel Machinery Marine Type, each set including one pair main engines with auxiliary machinery, propeller shafting and propellers. Each engine is designed to develop 800 B.H.P. at 380/400 revolutions. Tenders may be for either one or two sets.

One set is stored at the works of the Hongkong and Whampoa Dock Company and the other at Taikoo Dock Engineering Works. Both sets are packed in cases ready for removal. Purchaser will be required to remove the whole of the gear purchased by him from both or either of the above works, without any assistance of labour or appliances whatever from the Engineering Companies stated or from the Admiralty.

The Machinery will be sold without guarantee as to condition and with all faults and errors of description. Full particulars of the Machinery can be obtained from the undersigned, who will also issue permits to view the Machinery.

Tenders should be lodged at the Commodore's Office, Hongkong, not later than 12 NOON on MONDAY, AUGUST 30TH.

H. G. LOWE,
Naval Store Officer.
Hongkong Dockyard.
Hongkong, July 31st, 1920. [1278

S.S. "FAUSANG."

TENDERS are invited for the purchase of the WRECK of the above steamer as she lies on Haiman Head Reef.

GILMAN & CO., LTD.,
Agents, The Salvage Association, London.
Hongkong, July 20th, 1920. [1236

PUBLIC AUCTION
S.S. "WING HANG"

NOTICE IS HEREBY GIVEN that the Steamship "WING HANG" as she lies near Shamsuipo in the Harbour of Hongkong.

Will be sold by
ORDER OF THE MORTGAGEE
by
PUBLIC AUCTION
on
TUESDAY,
the 10th day of August, 1920,
at 12 o'clock Noon,
by
MESSRS. LAMMERT BROS.,
Auctioneers
at their Auction Rooms in Duddell Street.

The ship is a Chinese ship registered Canton.

Her dimensions and tonnage are approximately as follows:

LENGTH:—140 ft. 1 inch REGISTERED TONNAGE:—
BREADTH:—25 ft. 3 inches GROSS—442
DEPTH:— 9 ft. 6 inches NET—264
and her speed is about 10 Knots.

For further particulars, and conditions of sale apply to—
MESSRS. WILKINSON & GRIST,
9, Queen's Road Central,
or to
MESSRS. LAMMERT BROS.
Duddell Street,
Auctioneers.
Hongkong, July 27th, 1920. [1254

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES.

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads
Tel. P. B. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS,
TERMS MODERATE.
Special Arrangement for Families on Application to—
J. H. OXBERRY
77] Proprietor.

INTIMATION

WATSON'S

FINEST

OLD BROWN

LIQUEUR

BRANDY

25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.
[11

BIRTHS.

ENSOR.—At Kuling, on July 20th, to Mr. and Mrs. E. N. ENSOR, Chinese Maritime Customs, a son.

SHERIDAN.—At Shanghai, on July 26th, to Mr. and Mrs. HAROLD J. SHERIDAN, a daughter.

DEATH.

EVANS.—At Kulgan, on July 25th, ALGERNON FRANCIS, son of Mr. and Mrs. A. F. Evans, aged ten months.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 4TH, 1920.

HONGKONG OBSERVATORY.

THE two letters we have published within the last few days on the subject of the Hongkong Observatory ought not to be allowed to pass without further discussion. We may say that they were written by master mariners who are entitled, of course, to express an opinion on the efficiency or inefficiency of the Observatory for it is largely for the protection of shipping that this public service is maintained out of the public revenues of the Colony. One of our correspondents affirmed that "the Hongkong Observatory is and has been for the last few years the laughing stock of the China Coast." We do not necessarily endorse everything that appears in our correspondence columns, but we are aware of the fact that one seldom hears anything said to the credit of the Observatory. We fear it is very much a case of "give a dog a bad name—and hang him." Honest criticism of the work of the Observatory, or that of any other public department or institution, has its uses; but we cannot recognise that the Hongkong Observatory deserves all the sweeping abuse it often receives. That the Observatory does, in fact, render the shipping community, and the public generally, valuable service on the whole cannot be gainsaid. When deficiencies or failures are reported, either publicly or privately, we are quite sure they receive the fullest consideration and that there is every desire, alike on the part of the Staff of the Observatory and the Government, to do whatever may be possible to enhance the general efficiency of the service. It is in this assurance that we propose to discuss the points that occur to us on a perusal of the complaints we have published. Anyone who was in the Colony in 1906, when one of the most destructive typhoons in the history of Hongkong swept over the Colony, entirely without warning, will remember the outcry then made against the Observatory. A Committee of Inquiry was appointed by the Government, and our impression has been that better relations have since been maintained with the Observatories at Manila and Shanghai and elsewhere: that a good deal of money has been spent from time to time by the Government on improving the equipment of the Observatory, and that generally a more efficient service of storm warnings has been the result. It was, therefore, not without some surprise that we read the two letters we have recently published on the subject.

Let us examine the grounds of complaint stated in the letter signed "Interested Mariner." Firstly, he says that the Hongkong Observatory, contrasted with that at Shanghai, "is distinguished by the paucity of the information it signals to mariners." He quotes a "specimen forecast" and makes a sarcastic reference to the phrase "No returns from Japan," which, as he says, is practically a stereotyped phrase in these forecasts. It is, of course, self-explanatory. We can hardly blame the Observatory on that account. If the information on which it is possible to formulate a correct forecast is not received, then the Director has to do the best he can from such other reports and observations as are to hand. Perhaps it is not generally known that the meteorological reports from Japan and elsewhere in the Far East are transmitted by the Cable Companies free of charge. We all know what the pressure has been for a long time past on the cables, and no doubt the explanation of the constant repetition of the phrase "no returns from Japan," is partly to be found in this fact. But why should we depend any longer on the generosity of the Cable Companies for this information? The Japanese Government transmits by wireless meteorological observations twice daily to vessels hundreds of miles out in the Pacific Ocean. Is it not possible for these messages to be received by the long-range Naval wireless at Stonecutters Island and passed on to the Observatory? We think this is a matter in which the Government might well interest itself.

While writing this article, the letter we publish in another column came to hand. It is a defence of the Observatory, and we welcome it especially because it comes from an experienced Mariner. It deals at some length with the main complaint in "Interested Mariner's" letter; but we are bound to say that we think it rather slurs over the main points which "Interested Mariner" sought to make. These were that, by comparison with the valuable information supplied by the Zikawei Observatory, the information supplied from the Hongkong Observatory was extremely meagre; and, in the second place, as a specific instance he pointed out that while the Coast ports had definite information of a typhoon on July 12th this typhoon was not signalled by the Hongkong Observatory up to 10 a.m. on July 13th when he left the port bound North. The Director of the Observatory may have a very good reason for not hoisting the signals till 11 a.m. on Thursday, July 13th—if it is a fact that they were not hoisted till then. Most of us are aware that the Observatory in the past has been strongly criticised by the shipping interests of the port for hoisting typhoon signals "too soon," and thus putting a complete stop to work in the harbour. But a careful examination of the evidence before us makes it clear that on July 12th the Observatory did not possess the definite information regarding the typhoon that Shanghai and the China Coast Ports had. Was this due to Shanghai having any advantage over Hongkong in the matter of wireless communications? It is, at least a matter for inquiry. Let us piece together the information. A typhoon warning was received by the American Consulate-General, Hongkong, from the Manila Observatory on Sunday evening (July 11th) giving the position of a cyclone or typhoon as E. of Luzon less than 300 miles distant, direction unknown. A further telegram received the following day (July 12th) reported the typhoon to be moving N.W. or N. This information was received by us from the American Consulate on Monday, July 12th, and published in our issue of Tuesday, July 13th. On the same day we published the report of the Hongkong Observatory dated "July 12th, 12.12 p.m.," in which it was announced that "a typhoon is situated about 250 miles to the East of Luzon; its direction of motion is at present unknown." Now the typhoon signal exhibited at Amoy at 2.50 p.m. on July 12th read: "This morning 18° Lat., 125° Long. Going N.W. Radius 60' Severe." At 10 a.m. on July 13th the signal at Amoy read: "This morning, 19° Lat., 122° Long.; going N.W. Radius 60' Severe." We presume this information was supplied from Shanghai. Now the point that "Interested Mariner" makes in his letter is this: If it was possible to give at Amoy such definite information as this at the above dates and times, why not at Hongkong? His grievance is that no signals regarding this typhoon were hoisted in Hongkong up to 10 a.m. on Tuesday, July 13th, when he left the port, bound North, right in the track of the typhoon. It is true that "Interested Mariner" rather over-painted his picture when he ignored the printed fact that the forecast published in the *Daily Press* of the 13th July was the Observatory forecast of July 12th, and could have been obtained by him from the Observatory that afternoon; but the main point is that at the time the Coast Port signals were giving precise information as to the latitude and longitude of the typhoon, its direction, and radius, and describing it as "severe," the information given in the Hongkong Weather Report was simply that "a typhoon is situated about 250 miles East of Luzon; its direction of motion is at present unknown." So that, boiled down, the question is: Why was the definite information which the Coast Ports possessed on July 12th lacking in Hongkong?

There is a further point in the letter we publish to-day to which a reference might be made. Our correspondent says that in unsettled weather conditions, before setting out on a voyage, he always made a point of interviewing the Director of the Observatory, or telephoning to him, for the purpose of obtaining the latest weather news, and invariably had the results of all the information to hand made available to him. On the other hand "Interested Mariner" complained that while information can always be got at Zikawei over the telephone, the Hongkong Observatory number cannot be found in the Telephone Book. In point of fact the Hongkong Observatory number appears in the Telephone Book as belonging to the residence of Mr. T. F. CLAXTON, the Director (who, by the way, is at Home on leave), and against the number is an asterisk directing attention to a footnote which reads: "Cannot be used during typhoons." The omission of the name of the Observatory from the Telephone Book only needs to be pointed out, we imagine, to be rectified. This is just one of those little things that irritate. The name should appear there in the same bold type that is used for all other Government Departments.

With the arrival of new wire ropes from England the normal service on the Peak Tramway was resumed yesterday.

Three cases (one death) of plague and one case (one death) of enteric fever were reported in the Colony on Saturday, Sunday and Monday.

Mr. Hunt, a former Governor of Arizona who has been appointed American Minister to Siam, has arrived in the East and was at Tientsin last week.

Three Lascars were sentenced in the British Police Court at Shanghai last week to three weeks imprisonment for deserting from the P. & O. steamer *Kalyan*.

The Manila Observatory wired to the American Consulate-General, Hongkong, at 1 p.m. on August 2nd, giving warning of a cyclone or typhoon N.E. of Luzon, direction unknown.

His Excellency the Governor and Lady Stubbs visited the Tung Wah Hospital yesterday afternoon. They were received at the hospital by the Hon. Mr. Lau Chu-pak and the Hon. Mr. E. R. Hallifax.

A meeting of the Sanitary Board which was to have been held yesterday had to be adjourned owing to the lack of a quorum. Only Mr. Chou Shou-son was present, besides the Chairman, the Medical Officer of Health and the Secretary. This is the first adjournment for this season in recent years.

Many old residents will regret to learn of the death at Gourock, Scotland, of Mr. John Dickie who for over thirty years was in charge of the China Sugar Refinery, retiring about ten years ago. Of his three sons, who all served in the war, one is now in the Colony in the service of Messrs. Dodwell & Co., Ltd., another is on his way to the Colony and the third is proceeding East Africa.

CABLES.

EARLIER CABLES.

[REUTER'S AGENCY.]

FRENCH CHAMBER DEBATE

IMPORTANCE OF THE COAL QUESTION.

PARIS, July 31st.

A Havas message says:—

By 356 votes against 169, the French Chamber passed the Bill for advances for German coal agreed to at the Spa Conference. This constitutes a triumph for M. Millerand. The debate was expected to be a lively one.

M. Bokanowsky, Reporter of the Finance Committee, showed the gravity of the financial problem. He maintained that all additions to the Budget programme would endanger social peace and the economic reorganisation of the country. France, he said, had reached the "extreme" limit of possible sacrifices.

M. Rollin, Reporter of the Foreign Affairs Committee, supported the Bill. He remarked that the Boulogne Conference had much improved the Spa arrangements which M. Millerand had accepted through necessity.

M. Millerand showed that the coal question was an essential one. To assure that coal should not be lacking for the family hearth or the factories was to realise the first condition of internal order and economic prosperity. M. Millerand, in insisting that the need of a close *entente* between the Allies was never greater than at present, called on the Chamber to furnish new proof of its political spirit to serve national interests.

THE IMPERIAL PRESS CONFERENCE.

HIGHEST IDEALS OF THE BRITISH EMPIRE.

LONDON, August 1st.

A message from Fredericton, New Brunswick, states that at a civic luncheon to the Imperial Press Conference delegates, Lieut.-Col. Sir Campbell Stuart, in a speech, foreshadowed the formation of some kind of permanent Imperial Council, dealing with all major affairs of the Empire.

Mr. George Isaacs, of the National Society of Printers, declared that all elements represented at the Conference would work harmoniously to maintain the highest ideals of the British Empire and further to cement the bond of union between the Motherland and the Colonies.

THE PRINCE OF WALES.

INDIAN TOUR MAY BE POSTPONED A YEAR.

LONDON, August 1st.

The *Sunday Times* says it is definitely settled that the Prince of Wales' visit to India will be postponed, unless on his return to England he is found to be thoroughly fit to undertake the journey. His Majesty is unwilling to disappoint India by the suggested substitution of the Duke of York. Therefore, if necessary, the tour will be postponed for a year.

GERMANY.

UPROAR IN THE REICHSTAG.

BERLIN, July 31st.

The notorious General Gallwitz created an uproar in the Reichstag by glorifying the old Army during the debate abolishing compulsory military service.

The Socialists stormily intervened, shouting "You murderers have the lives of millions on your consciences."

When the uproar was quelled, General Gallwitz resumed his eulogies. The whole Right then quitted the hall.

ARCHBISHOP MANNIX.

EMBARKS FOR ENGLAND.

NEW YORK, August 1st.

Wild scenes accompanied the embarkation of Archbishop Mannix aboard the *Baltic*, bound for Britain. The Archbishop was visited aboard by De Valera.

It is announced that the Cunard liners will not land passengers at Queenstown.

AMERICAN RAILWAYS.

LARGE INCREASES IN FREIGHT AND PASSENGER RATES.

WASHINGTON, August 1st.

The Inter-State Commerce Commission has granted advances in railroad freight rates of 40 per cent. in the eastern section, of 25 per cent. in the South, of 35 per cent. in the West, and 25 per cent. in the Mountain and Pacific Territory.

The passenger fares have been increased by 20 per cent. to help meet the increase of $600,000,000 in wages granted by the Railroad Labour Board.

It is estimated that the increases aggregate $1,400,000,000 yearly. The new rates are expected to operate before September 1st when the Government guarantee to the railroads expires.

UNREST IN IRELAND.

IS THE PREMIER NEGOTIATING SECRETLY?

LONDON, August 1st.

While it is affirmed that Mr. Lloyd George is showing an inflexible front to Sinn Fein's demand for a Republic, many Unionists fear that the Premier is secretly negotiating, instead of openly annihilating the movement.

The recalcitrants are moving the adjournment of the House of Commons on Monday to discuss the Premier's attitude to Russia and Ireland, and there is every possibility of a fight between the Coalition Liberals and Unionists, which is threatening a grave split.

STORMY SCENES AT TIPPERARY.

LONDON, July 31st.

There were stormy scenes at Tipperary following the ambushing of a military lorry at Oola, mentioned on June 30th. A party of troops from Tipperary, shouting "Avenge Comrades!" smashed a number of windows.

POLAND'S PERIL.

FRENCH MILITARY MISSION AT WORK.

LONDON, August 1st.

The Polish situation is still not clear. According to a message from Warsaw, Polish Armistice Delegates met the Bolshevist Delegates on the Brest Litovsk-Baranovitchi road on the evening of July 30th.

The French Military Mission at Warsaw reports that Bolshevists and Germans are negotiating at Suwalki.

General Haller has taken over the command of the northern group of Polish armies. This is the first step in the reorganisation of the Polish Army. French officers have taken over all important technical services.

From Berlin it is semi-officially stated that the Government has asked the Peace Conference speedily to reply to the German request for permission to take necessary measures to maintain the neutrality of her eastern frontier and has requested the Entente to provide shipping to transfer the interned Polish troops to the interior of Germany.

EXPORT OF GOLD AND SILVER

FRENCH GOVERNMENT'S PROHIBITORY ORDER.

The following Simla message appears in the *Englishman* (Calcutta):—

The attention of the travelling public is drawn to the fact that under a law dated the 17th August, 1915 and a decree dated the 12th July, 1919, the French Government prohibit the export from France of gold or silver money, whether French or Foreign on pain of imprisonment from one month to two years, and a fine of 100 to 5,000 francs or of one of these penalties only. In addition the gold or silver money is confiscated together with the means of transport.

Without the special permission of the Ministry of Finance (commission des changes) travellers proceeding abroad are similarly forbidden to export a sum exceeding 1,000 francs per head in notes of the Bank of France or in foreign bank notes of an equivalent exchange value (Law of 3rd April, 1918, and order of 3rd July, 1918).

A concession is made as regards silver money up to a maximum total of 10 francs per head.

Travellers, who do not conform to these orders render themselves liable to imprisonment and heavy fine.

An exception is made in the case of foreign commercial travellers visiting France who may on leaving the country be permitted to export freely any sums which they deposited on entering the country as duty on samples or otherwise, even when the addition of this sum to the money they are already carrying, raises the total above 1,000 francs.

THE FRAWLEY COMPANY.

"SCANDAL" ATTRACTS LARGE AUDIENCE.

A heavy downpour of rain, thunder and lightning did not deter theatregoers last night from going to see the Frawley Company in "Scandal." There was a fairly large audience in spite of the weather, and it was fully rewarded for braving the elements. The play gives scope for some very brilliant acting and the Frawley Company took full advantage of it. "Scandal" is a record of the doings of a wild and much-spoilt New York Society girl, Beatrix Vanderdyke, who gets herself into a very questionable scrape and in order to escape the penalties of her indiscretion, then gives out that she is secretly married to Pelham Franklin, a very eligible young man, from the match-maker's points of view. To teach her a lesson, Franklin threatens to take full advantage of the announcement, but really makes her feel sorry for herself. They both fall in love with each other, and everything ends happily.

Miss Vera Doria, as Beatrix, had a part which left no manner of doubt in her acting of her versatility. Mr. Albert Morrison as Pelham Franklin was at his best. Mr. T. Gordon Blyth, as the artist, Sutherland York, and Mr. W. Messenger Bellis, as Malcolm Fraser, scored a distinct success. Miss Claribel Fontaine, as Helene, Miss Leslie Virden, as Mrs. Henry Vanderdyke, and the other members of the company contributed materially towards the success of the performance.

To-night the Company present the very entertaining play "Three Wise Fools."

CROWN LEASES IN THE BRITISH CONCESSIONS.

THE RENEWAL PROPOSALS.

Residents in Canton and other Southern Treaty ports will be interested in the following report of a meeting recently held at Hankow:—

The meeting of lot-holders in the old British Concession, called to consider the above question, brought out a large number of the persons concerned.

Mr. Geary Gardner occupied the chair and briefly explained how the situation arose and the object of the meeting, after which he called on Mr. A. Perry to explain the Government's proposals.

Mr. Perry said that these were not expressed with all the clearness which was desirable, but as he understood the matter the Government was proposing to extend the old 99 year lease now for a further period of 999 years in consideration of an annual payment. Apparently they would take the present valuation of land and buildings and by a discount process ascertain what present sum invested in Chinese first class securities would equal that sum in 1961. The annual rent would then be percentage on this amount, and the longer the delay in getting the leases renewed the greater would be the amount of annual rent payable, and that for 999 years.

Mr. Geary Gardner proposed that the Government should be petitioned and an effort made in common with Tientsin and Canton, to have the matter reconsidered. They should make all the noise they could and enlist the help of all friends—they could depend on the Chambers of Commerce and the China Association. He would suggest that Mr. Perry should be requested to draw up such a petition.

Mr. Perry asked what the sense of the meeting was. Did the lot-holders object to paying anything for renewals, or were they simply anxious to drive a better bargain?

In the discussion which followed it became clear that the meeting insisted on renewals as a matter of right. The British extension had its 999 years, and the old Concession was entitled to the same. All the other Concessions had this period and it was wrong to penalize the original Concession. Further, the opinion was expressed that the system of leasehold would be done away with in England long before the time was up.

Finally Mr. Perry was instructed to draw up a petition on the lines desired in conjunction with the Land Commissioners and Mr. R. N. Hewitt, Architect, to be submitted for consideration. It was arranged that the lot-holders would meet all expenses.

MUTINOUS SENEGALESE.

REFUSE TO EMBARK FOR SYRIA.

PARIS, June 13th.

It is reported from Marseilles that two regiments of Senegalese infantry refused to embark for Syria. Their alleged mutinous conduct has been attributed to various causes—partly to a feeling of homesickness excited by temporary quartering with them of other Senegalese troops who were being discharged and were returning to their native land. It is added that the officers had been previously warned by the men that "Gobins (Europeans) would come with embarkation orders, but they (the Senegalese) would not go." The official explanation denies that the men disobeyed orders, and declares that the whole affair was the result of the fact that some of the men were shortly due for discharge. Their representations, it says, are being investigated, and their departure has consequently been postponed for a few days.

A later message from Marseilles says that the first contingent of Senegalese has since sailed for Syria.

TALK WITH LENIN.

ON SOVIET AFFAIRS.

HIS POLICY AND LOGIC.

[BY BEN TURNER.]

—When I had been in Moscow a day Lenin invited me to go and see him in the Kremlin. A London friend of mine, a Russian, took me, and was there to act as interpreter if need be. As we entered the outer porch of the Kremlin we were pulled up by the soldiers on guard, but the special pass provided for our British Delegation proved a document that gave us the entry into everything and everywhere.

This universal pass was enclosed in a folding leather case. Inside, one page was printed in English, and on the other page was the same matter printed in Russian.

The size of the card is 3½in. long by 2½in. deep. The print is as follows, both in matter and shape:

Workers of the world, unite!

All power to the Soviets of Workers, Peasants, and Red Army Soldiers' Deputies.

P. 0010 C. P. Welcome to Socialist Soviet Russia.

The bearer, a member of the British Labour Delegation,

Ben Turner,

is allowed to enter all the Soviet institutions, the building of the Central Executive Committee of Soviets, and of the Council of People's Commissaries (Kremlin), also all public institutions, theatres, concerts, etc.

All the military and civil authorities are requested to render to comrade Ben Turner all possible assistance.

L. KEMENIFF,
President, Moscow Soviet.
Chairman all Russ. Cent. M. TARSKIY.
Council of Trades Unions,

On the top of the right-hand corner is the coat-of-arms of the Russian Republic—a sickle, a hammer, and a sheaf of corn surrounding a block of metal or wood.

It is a tasty document, and whenever we did show it, which was rarely, it got us into places very freely and also out of the city without question. At the Kremlin I got past the soldiers on duty and into the offices of the Chief of the Republic.

LENIN'S PERSONALITY.

At once we each began to talk. He was very free and open. The picture I had got of him was that of a ferocious mouth and face. I had pictured him, therefore, as a short-chinned, black-bearded man, with a cruel mouth. That was the impression I had received. He was nothing of the sort. He is a medium-sized man of about 12st weight, looking his 50 years but no more. His chin has a short beard of a sandy colour, quite different from that I had pictured him. He has a hearty laugh, although I should say he can laugh desperately as well, but with me he was soon on the best of terms, and, as he could talk English very well, the interpreter was only needed for very occasional words.

I asked him about the blockade, the Polish offensive, the British intervention, the Red Terror, nationalisation of women, and other things. Over the nationalisation of women he laughed heartily, and said the men and women of Russia were as true to each other as any in the world. He was amused to think that such stuff was printed in the European Press, and recognised that the same kind of story was spread about in Hungary, when they established for a short time the republic under Bela Kun.

On the question of evolution and revolution we were at points of difference. I held that I wanted our changes to come by evolution. He believes capitalism cannot be overthrown without force. Not that force will come from the workers, but will come from those who possess the land and the capital and the finance of the country. "They will use force," he said, "to maintain what they have, and the workers will have to use force against them."

I argued with him on this point, but he is convinced that the Russian revolution came by force, used first against the workers and then by the workers, and that capitalism will use it in any other country. He argues keenly, frankly, and openly, but without heat and by cold logic. I should say he is a very able man, a dogmatic man—a man with a purpose and a cold, hard, matter-of-fact policy that he understands. On intervention he was very plain that the Russians wanted to interfere with nobody outside Russia, but he believes—they all believe—that Russia's example will change the face of the European situation.

We argued about the Red Terror, which he said arose from the White Terror. They did not want to arrest or kill any Russians, but they were going to defend the Revolution. They were going to maintain, by force if need be, the dictatorship of the proletariat. I wanted to know about freedom of speech, freedom of the of the Press, freedom of Labour. He pointed out to me our Defence of the Realm Regulations in war time, our limitation of the freedom of speech and Press during war time, and said they were being warred against, and said the Soviet Government had to overcome spies and counter-revolutionaries. He made no bones about it.

DESIRE FOR TRADE RELATIONS.

He could not understand me being a pacifist; perhaps nobody can, but I am, by instinct, if nothing else. As to trade relations and peace with Britain, he said they had made offers. They could not keep on making offers, but they were ready for negotiations. They had flax, corn, platinum, gold, and other commodities which they were ready to exchange; they would even make concessions for the sake of securing peace externally, which would bring peace internally. They were, however, sure the Polish offensive had behind it the Allies, and they could not remove capital punishment nor stop arrests or imprisonment whilst explosions, fires, treason, spies, and espionage were surrounding them. He was openly, or, as some would put it, brutally, frank.

We talked about literature, of which he is a great reader, and also a writer of note. We talked about Germany, and about British and French Socialism. I do not think he has a high opinion of our Socialists. He certainly has a false impression about the strength of our left Socialist party. He gives Miss Pankhurst more credit than her following warrants, and I should say he is deceiving himself a good bit, but that may be due to the isolation Russia suffers from by the boycott of the rest of Europe.

The second interview I had with Lenin was the official interview with the rest of our party. That has been dealt with in other papers by other writers, but he was still candid and frank, as his letter sent to the British Socialist party executive, and also given to Mr. Shaw and myself as well, indicates. He is a powerful man; I do not think he is a vain man. He is a plain, frank man, and he is worshipped by many. They exhibit pictures and busts of him in numerous public buildings, and this may make him vain.

I think he misunderstands the psychology of the British mind. He believes we are nearer revolution than many of us think. It may be that he has misunderstood it. In the room was a plaster bust of Lenin being done by some sculptor.

Whilst I was with him an artist was busy sketching me on paper, and when he showed me the several drawings a few days later he seemed to have got me very well limned. They have official artists, and they never let what may be a striking bit in history slip at all. I am glad I saw him. We had a talk as close as men could have together. We drew our chairs up to each other, and whilst I could not argue him out of some things, he impressed me with his ideals and his determination to win through.—*Daily Telegraph.*

MR. CHURCHILL'S WARNING.

Mr. Winston Churchill in an article in the *Evening News*, analyses the letter in which Lenin revealed his views of British Labour representatives. That letter, the War Minister says, "is intended to start the British nation off on that same career of revolutionary violence which has made Russia such a jolly place to live in. We are." Mr. Churchill goes on to observe, "left in little doubt as to what would happen to British Labour leaders if the Lenin regime could be established upon the ruins of the British Commonwealth.

"Here, it is true, across the seas, while the White Ensign and the Union Jack still fly, this bigot can only fling us silly words of impotent spite. Messrs. Snowden, Cramp, and Smillie, Messrs. Henderson and Clynes may sleep safe in their beds in that poor freedom which we have built so laboriously in our island and guarded on the seas across a thousand years. But if they were in Russia, then it would not be these futile gnashings to which they would be subjected, but to the much more convincing argument of the dungeon, the firing party, or, at the very best, the third scale of rations. As far as we can make out by reading this amazing letter, the only political leader in Great Britain who commands Lenin's entire confidence and approbation, and whom he regards as a master-spirit, the soul-mate of himself, is Miss Sylvia Pankhurst."

Mr. Churchill says it is certainly a great advantage to have Lenin's point of view so unmistakably set forth. He proceeds to point out what has been done for Russia by the man whom "the crazy portion of the Socialist party had been worshipping":

"Russia was on the threshold of victory. After all her struggles she was within reach of the goal. The Germans sent in Lenin, as poisoned gas is sent sealed in a cylinder, and he robbed her of the victory which she had all but won, and which she might have shared with us. A million Germans, released by his act of treachery, were let loose on the French and British fronts, and nearly that number of British and French soldiers are dead or mutilated in consequence. Instead of victory, he gave Russia shame and immeasurable disaster. Russia was on the eve of peace. Instead of peace he gave her strife—strife in every street, however humble, in every district however poor; a strife which goes on gnawing at the vitals of the land and of the race, and which has consumed in Russia, at the hands of Russia, more than all the brave men they lost fighting so stoutly in the war.

"Russia had already gained her freedom. She had broken the shackles of Tsardom; she had established her Parliament; she had installed in power politicians as advanced as any who command the confidence of a British trade union congress. The Tsar was gone. The old regime was scattered, and a free Russian people took their stand with the British, French, and American democracies. Lenin destroyed the Russian Parliament. He had the bulk of its members hunted down and killed. He has robbed his country of victory, peace, and freedom; and what has he given them in exchange? Russia, the great food-producing centre of the world, racked with famine; the towns depopulated to half their numbers; the workmen scattered, destroyed, and the rest cowed or demoralised; hundreds of thousands of people driven to the woods and mountains to form "Green Guards" like Robin Hood in the Middle Ages; the railways on which the whole economic civilisation of these great regions depend sinking hopelessly into absolute stagnation."

NEW MILITARIST MOVE.

COPENHAGEN, June 13th.

The *Leipziger Volkszeitung*, Independent, has a sensational and circumstantial story of a new militarist move. The reactionaries, it says, intend to seize power by means of the army, and to this end are organising the volunteer corps, all of which are now supposed to have been disbanded, as a reserve to the Reichswehr, by which, in case of need, they are to be supplied with arms. Reactionary students are stated to be among those thus enrolled before the election. The paper adds that under this movement, which has begun and is going on all over Germany, volunteers are being ostensibly demobilised, but in reality are being formed into reserve units.

AMERICA'S TRADE.

HOPEFUL OUTLOOK.

The *Daily Telegraph's* financial correspondent wrote from New York on June 13th:—

"Talk of the possibilities of a panic in the United States, severe or mild, diminishes as the situation begins to clear itself politically and industrially. Congress has adjourned, and although most of the lawmakers' time was lost in futile arguments for and against the League of Nations, Wall Street was thankful for the passage of the Railway Bill, which effects a complete turn-about in the treatment of the agents of transportation, and starts the railways from one of the most depressed situations in their history towards a rehabilitation which, however slow, will eventually, it is believed, carry them into a new prosperity. It was only President Wilson's objection on a technicality which prevented the country from adopting a budget system of Government financing similar to your own. Wall Street approved the plan as a thoroughly business-like method of dealing with the national finances, and although President Wilson's veto will prevent its application for another year, financial interests are encouraged by the certainty of its ultimate adoption.

Congress has to its credit also the passage of the Merchant Marine Bill, which is a long step towards correcting some of the laws which make the profitable operation of American ships impossible. The terms of the Shipping Bill, it is true, may bring about measures of retaliation by foreign countries, but its benefits in granting American ships exemption from the excess profits tax and a preferential rate of 5 per cent. on goods carried in American bottoms cannot be denied. "In the past two weeks there has been marked improvement in the lightening of the freight congestion, which has relieved the credit strain somewhat, although that situation is still more or less acute owing to the enormous demands that are being made all over the country by legitimate business. Banking authorities continue to bring pressure for the reduction of non-essential and speculative loads, however.

The scarcity of money is illustrated by the forthcoming Government borrowing of $400,000,000, for which it will be obliged to pay 6 per cent. on one-year paper and 5½ per cent. for six months—the highest rate since 1865. "It is a long trail towards the normal," as one critic remarks, "but if the movement can be kept orderly, nothing better can be expected." Despite the tendency of labour to forsake the agricultural districts for the industrial centres, no real anxiety is felt now over the crop prospects. The Government estimates place the total wheat production for 1920 at 781,000,000 bushels, or 160,000,000 less than in 1919, but only 5 per cent. less than the five-year average. The latest British foreign trade figures again emphasise to Americans the power of England to come back to a normal state of things and to hold her own in world trade. The figures, it is commented here, are encouraging, not only as regards Great Britain, but with respect also to other countries which have been oppressed by war conditions.

As your exports to America increase, however, there are already symptoms of restlessness among the ultra-Protectionist school of politicians here about the possibility of harm to American industry through the increased importation of articles manufactured abroad. The facts of the situation, however, it is believed, will prevent any ill-advised action to restrict your export of goods to America. It is realised that the payment of your indebtedness in gold will weaken you financially and not help us, and that the transfer of securities has gone about as far as it well can. This leaves the situation definitely on a goods basis, at which it is hoped it will remain for the benefit of all concerned. Enlarged importations, it is urged, will not only keep much-needed supplies here, but will tend to hold prices down or reduce them. "It is to be hoped," says the *New York Journal of Commerce*, "that other countries will, in the near future, begin to exhibit something like the recuperative power of Great Britain in foreign trade. There are encouraging indications here and there, but, so far, nothing that seems at all comparable with the power of control and ability to meet obligations that exist in England."

The attention of Wall-street in the past week has been directed mainly upon the Republican Convention in Chicago, and with the naming of a strong man to try for the Presidential chair, financial and business interests look forward with confidence to prosperous times under a Republican régime.

NECK OR NOTHING.

(Lines written on reading "A Physician's" article in the *Daily Express* of June 5th).

For years I put up with unspeakable dolour
By casing my neck in a vertical collar—
(Not, be it explained, from an empty obsession,
But out of respect for my learned profession).
My clients who viewed that immaculate column
Supporting a countenance sober and solemn
All said (though in other respects they might differ),
"His fees may be stiff, but his collars are stiffer."
Throughout the dog days, were they never so torrid,
When rivers of moisture ran down from my forehead,
And caused my well-ripened complexion to mottle,
I still wore that armour of starch round my throttle.
But since the "Express" has produced a physician
Who counsels in summer the total omission
Of collars from masculine items of clothing,
I view such conventional adjuncts with loathing.
For now I can brandish my one point of beauty—
A prize Adam's apple, right mellow and fruity;
And clients, who flock to my door without check,
Remark, as they leave, "Well, he *has* got a neck!"

S. J. F. in the *Daily Express*.



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RED STREAK IN THE YELLOW MAN.

WICKER-CHAIR BOLSHEVIKS OF JAPAN.

Mr. Hugh Byas, *Daily Express* correspondent at Tokyo, writes:—

Will there be a revolution in Japan? The best answer to the question is a recital of the facts to which one turns for evidence of the existence of a revolutionary impulse.

A general election is now proceeding. Not a single Labour candidate is standing. No Labour party in the political sense exists. The contest is being fought (to use the usual phrase) in the midst of the most complete indifference of the people.

A Government victory is certain, for the Government always wins, partly because it brings the official influences represented by the local government authorities to bear on the constituencies, and partly because a great many of the voters vote for the Emperor's Government simply because it is the Emperor's Government.

Having won the fight and got a majority of his party into the elected House, Mr. Hara will probably retire, and a bureaucratic Ministry, unfettered by Mr. Hara's pledges regarding Siberia, will take office. The universal suffrage agitation, which was making some unimportant noise in Tokyo a few weeks ago, is as flat as a punctured balloon. On the political side there is no sign of revolution or change.

STRIKES.

On the Labour side there has just been a three days' strike of the Tokyo tramcar employees, called by the men's young union because a "tame" union, organised by the foremen, were hitching its members. The strike was a failure.

While a number of mushroom trade unions have sprung up during the boom, none of them has strike funds or solid organisation. The longest strike in Japan lasted eleven days. The average strike is over in four days. Every strike in Japan has one object—better wages. Sometimes shorter hours are asked as well, but this is a species of Oriental bargaining. There is no objection to overtime.

The Labour movement in Japan is a movement of wages after prices. Prices have increased threefold; wages not so much. But when the cost of living began to soar, wages had to follow. The demand for better wages has been easily met out of war profits.

Japan has a Labour movement in an elementary sense, but it has no organised trade unions with reserve funds or formulated programmes; it has no cohesion outside of individual factories; it has absolutely no political consciousness. There is no sign of revolution there.

The "revolutionaries" are to be found in groups of young journalists, students, artists, "enhanced" women who read foreign books and frequent so-called foreign cafes. But they are café-chair revolutionaries. They get their revolutionary impulse not from life but from books.

MARXISM.

Once they worshipped Shaw and Tolstoy. Marx is having an innings now, and Lenin's turn will come—has probably come already in the more secret conclaves of those young conspirators. But I recollect that Herbert Spencer was once the idol of young men who now fill official posts with credit, and before Spencer came John Stuart Mill, and before Mill came that great thinker, Samuel Smiles, twenty years ago the best seller in Japan.

If all young Japan were infected by Marxism the matter might be serious, but the proportion is infinitesimal. This, when you get down to it, is the genuine revolutionary movement in Japan, and its importance in relation to the national life is about equal to the importance of the revolutionary movement at Cambridge in relation to the life of England.

All Japanese agitations have as their object the redress of some specific grievance. The people can flare up quickly enough when they think they are being wronged, as in the case of the rice riots, but their anger is a fire of straw. The grievance is redressed, and the agitation dies.

There is no desire for constitutional change. The Japanese are satisfied with their constitution, and most of them are uninterested in politics. They care nothing about the theory of government if the administration is reasonably good.

For forms of government let fools contest,
What e'er is best administered is best,

expresses the political creed of the Japanese far more truly than it ever expressed that of the English.

THE HIGH PRICE OF PAPER.

A number of Canadian newspapers, some of them of long standing, have ceased, or are about to cease, publication, owing to the high price of paper. Yet Canada is one of the great paper producing areas of the world, and could probably supply the whole world with pulp for paper-making for many years to come. There are not, however, sufficient mills to meet the demand or sufficient pulp grinders to supply the raw material. At this moment newspapers are looking everywhere in the world for relief from the crushing price of the paper upon which they have to print, but the problem is less one of finding the trees which will give a suitable pulp than of providing machinery and transport. There will probably be no reduction in paper prices for two years to come, possibly for a much longer period ahead. Natural and certain consequences will be the death of a large number of journals and further increases in price upon those which remain.

CHINA COAST METEOROLOGICAL REGISTER.

AUGUST 3RD, A.M.

Station.	Hour	Barometer at Sea-Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	29.38	76	—	NNE	2	o
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Isungakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	29.50	78	95	S	1	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.53	79	100	SSE	1	b
Gutzlaff	"	29.49	80	100	SSE	1	b
Sharp Peak	7 a.	29.68	82	87	SSE	2	o
Amoy	6 a.	29.54	81	87	SSW	4	o
Swatow	"	—	—	—	—	—	—
Tainoku	"	29.60	75	92	—	0	b
Taichu	"	29.63	75	—	—	0	b
Tainan	"	29.64	77	—	SE	2	r
Koshun	"	29.65	81	—	W	4	o
Pescadores	"	29.61	81	—	S	4	b
Canton	"	—	—	—	—	—	—
Hongkong	"	29.52	82	86	SW	5	oq
Cap Rock	"	29.52	—	—	SSW	5	o
Macao	"	29.50	81	92	SW	—	—
Wuchow	8 a.	—	—	—	—	—	—
Mothow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Pauhen	7 a.	29.50	77	88	SW	4	o
Tourane	"	29.61	84	—	WSW	2	b
Capes St. James	"	29.76	77	—	SW	4	b
Aparri	6 a.	—	—	—	—	—	—
Dagupan	"	—	—	—	—	—	—
Manila	"	29.76	81	84	SW	4	b
Legaspi	"	29.74	77	89	WSW	2	o
Tacloban	"	29.78	75	96	NNE	2	o
Iloilo	"	29.79	79	85	S	2	o
Surigao	"	29.75	77	86	—	0	o
Guam	4 20	29.80	—	—	SW	1	r
Labuan	6 a.	29.80	80	82	SW	4	o

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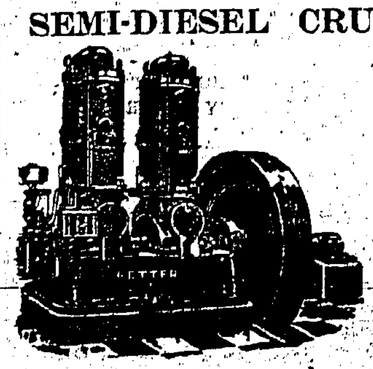
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S.S. "UMONA" sailing from CALCUTTA ... on or about 20th August.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,
Agents.

110

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan port.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (calling Manila) Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (calling Manila) Monday, 16th Aug., at 11 a.m.
FUSHIMI MARU Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

ATSUTA MARU Tuesday, 10th Aug., at Noon.
SHIDZUOKA MARU Friday, 20th Aug., at Noon.
KAGA MARU Friday, 3rd Sept., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KANAGAWA MARU Friday, 20th August.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Wednesday, 18th Aug., at 11 a.m.
TANGO MARU Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU Thursday, 26th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban & Cape Town.

PENANG MARU Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU Monday, 9th Aug.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Saturday, 21st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINGO MARU Friday, 6th August.
CALCUTTA MARU Friday, 6th August.
NAGATO MARU Thursday, 12th August.

For further information apply to— **NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	6th Aug.	10th Aug.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

NATION'S FINANCE.

MR. McKENNA ON THE BUDGET.

As the chief guest of the National Union of Manufacturers, at its annual dinner at the Savoy Hotel on June 14th, Mr. Reginald McKenna subjected the financial policy of the nation to a searching analysis. He argued that the country was being gravely over-taxed, and expressed the view that a Budget of one thousand millions was as much as it could possibly carry. The dinner was attended by upwards of 300 guests. Mr. George Terrell, M.P., who presided, was supported by Mr. Reginald McKenna, Mr. Robert B. Skinner (Consul-General for the U.S.A.), Sir Edward Mackay Edgar, Mr. Edward Pollett (Consul-General for Belgium), and Mr. W. C. Bridgeman, M.P. (Parliamentary Secretary to the Board of Trade).

Proposing the health of the guests, the Chairman said that the trade community during the war accepted the excess profits tax as being necessary at the moment. Their only regret now was that Mr. McKenna did not hold office to-day, so that he might have an opportunity of redeeming his pledge as to its purely temporary character. (Cheers.)

Mr. McKenna, in reply, said there was some ground for legitimate satisfaction at the present state of trade. Though still much too slowly, output was steadily improving. There was a great demand for our principal products all over the world, a demand we were still unable to meet. They hoped and believed that industrial unrest was gradually subsiding, and that labour conditions would permit of more fruitful response to the vigour, enterprise, skill, and knowledge which our manufacturers and traders were ready to put into their business. There was, however, one dark shadow—finance. He could not help thinking we were suffering from over-indulgence in virtue. No people could compare with us in willingness to submit to taxation. If men, however, could be got to express their opinions unhindered by the feeling that to shirk taxation was to look like running away, they would say that, in the present condition of our industry and power of production, we were already gravely over-taxed. (Cheers.)

It was not a question of willingness to pay, but of capacity to find the money without drying up all the springs which fertilised industry. (Cheers.) In the year 1913-14 Government expenditure amounted to £200,000,000 and the estimated savings of the community were about £400,000,000, so that the total national income exceeded the total national expenditure other than the Government expenditure by £800,000,000. To-day, on the same basis of individual consumption and of production that surplus of production over consumption would be the same, but measured in money its present value would be £1,400,000,000. But he did not think he was over-stating the case when he placed present-day output at 80 per cent. of that of 1913-14. (Cries of "Too high.")

THE SAFETY LIMIT.

Our losses of income on foreign investments which we had had to sell during the war were certainly over £50,000,000, and he was certainty under-stating the estimate when he put the total loss, including that item and the amount we had now to pay on foreign indebtedness, at £100,000,000. These causes—diminished production, increased consumption amongst certain sections, and lower revenue from foreign investments, tended to reduce the surplus which the nation had to expend on the government of the country. He believed that examination would show that a Budget of £1,000,000,000 was as large as the nation could possibly carry at present, and that even this figure would not leave sufficient margin for the increase of capital necessary for the recuperation and development of industry. Having noted the Budget estimates, Mr. McKenna said he was driven to the conclusion that we were being gravely over-taxed. (Cheers.) The result of over-taxation was that manufacturers and traders were compelled to rely more and more upon their bankers for assistance in making needful capital outlay. In over-taxation they saw a direct stimulus to an increase of credit, and therefore, as the money was needed for capital purposes, to an immediate rise in prices. (Cheers.)

If he was right in thinking the trade of the country was being overburdened, one tax sprang to the mind as first choice for repeal—the excess profits tax. As anything more than a temporary war tax it was essentially bad. In framing it he had no conception of its continuing beyond the period of the war, and he frequently pledged himself, he believed with the full concurrence of all his then colleagues, that it should not be continued in peace. He understood that the only ground on which it was continued was that no substitute could be found. That very fact was proof positive that the nation had exhausted its taxable capacity. (Cheers.)

OUR BEST DUTY.

He spoke as a business man, with no thought of politics or economic theory. Our first duty was to increase production. We must raise in taxation enough to pay our way. We must not borrow to meet Government expenditure or to pay interest on debt, but we must so limit our expenditure as not to require heavier taxation than could be imposed without injury to the development of production. They must not be put off with the inquiry as to which items of expenditure could be cut down. He had no doubt each item could be defended on its merits. The reply to the question was that we had so much and no more money to spend. A selection must be made, therefore, among these most desirable objects, and some curtailed, some postponed, and some absolutely cut off. (Cheers.) Every individual was confronted with the same problem in his private expenditure. They should keep their attention on the immediate need of increased production, and when that was accomplished revenue would flow in of itself.

Mr. McKenna expressed the view that the policy of "dear money" in present circumstances was a mistake. It was possible, he declared, in conclusion, that a brave and honest but theoretic and unpractical financial policy might have a more harmful effect than a salutary neglect which would leave the price of money to find its own level. (Cheers.)

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

S.S. "WEST MONTOP" VOY. 2—OUT.
FROM LOS ANGELES, via HONOLULU, JAPAN PORTS and SHANGHAI.

THE above-mentioned vessel having arrived, from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on August 8th.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after Aug. 9th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

LOS ANGELES PACIFIC NAVIGATION COMPANY,
As Operators, U.S. Shipping Board.
Hongkong, August 2nd, 1920. 1280

NOTICE TO CONSIGNEES.

The Steamship "RIOJUN MARU"
FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before July 28th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 4th, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before Aug. 14th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on Aug. 4th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, July 28th, 1920. [1269

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DUNERA"
Arrived Hongkong on Aug. 1st, 1920.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf ex s.s. B. I. S. N. and B. & P.S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, August 1st, 1920. [1279

NOTICE TO CONSIGNEES.

The Steamship "INNSBRUCK."
FROM TRIESTE, VENICE, ADEN COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst. at 10 A.M.

No Fire Insurance has been effected

Bills of Lading will be countersigned by
DODWELL & Co., LTD.
Agents.
Hongkong, August 2nd, 1920 1284

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"KWONGSANG"	Thu.,	5th Aug., D'light.
MANILA	"LOONGSANG"	Fri.,	6th Aug., 3 p.m.
TIENTSIN	"CHEONGSHING"	Sat.,	7th Aug., D'light.
SHANGHAI	"CHUYSANG"	Sun.,	8th Aug., D'light.
SANDAKAN	"INSANG"	Sun	8th Aug., Noon
STRAITS & CALCUTTA	"LAISANG"	Tues.,	10th Aug., 3 p.m.
STRAITS & JAVA	"CHUNSANG"	Tues.,	10th Aug., 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation—sailings to both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuadat, Jesselton, Labuan, Tawao and Lahad Datu

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "LAISANG"

will be despatched on or about **Aug., 10th, at 3 p.m.** for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transhipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

JAVA SERVICE

The s.s. **"CHUNSANG"** will be despatched on or about **August 10th, 1920, at 3 p.m.** for SINGAPORE, PENANG, BATAVIA, SAMARANG and SOURABAYA.

Cargo accepted for RANGOON, PORT SWETTENHAM, MADRAS and CALCUTTA (via Singapore) at current rates of freight.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS.

TELEPHONE No. 215

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENARIFFE"	12th Aug.
"CARNARVONSHIRE"	19th Aug.
"GLENAVY"	30th Aug.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M/V. "GLENTARA" ...	about 18th Aug.	GENOA, LONDON & ANTWERP.
M/V. "GLENAMOY" ...	" 25th Aug.	LONDON & ROTTERDAM
S/S. "GLENSANDA" ...	" 8th Sept.	LONDON & ANTWERP.
M/V. "GLENARIFFE" ...	Middle of September	GENOA, LONDON & ANTWERP.
"CARNARVONSHIRE"	End of Sept.	GENOA & LONDON.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

AGENTS: { The Glen Line, Ltd:
The Royal Mail Steam Packet Co:
Owners of "Shire" Line:

Tel. No. 21 sub. 5 or 23.

Cable Address
Kawakisen, Kobe.
Bentley's, A.B.C. 6th Ed.
and Scott's Codes.

Telephone: Bannomiy
2844, 2843

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, BUND, KOBE.

SHIPPING NEWS

ARRIVALS.

August 2nd.

Glensanda, British str., 6,825 tons, Capt. Newing, from Singapore, with a general cargo.—J. M. & Co.

Hok Canton, Chinese str., 358 tons, from Kwong Chow Wan, with a general cargo.—Yat Hing.

Kam Ying Fat, Chinese str., 445 tons, Capt. Noronha, from Hoihow, with a general cargo.—Globe Navigation Co.

August 3rd.

Haichang, British str., 1,287 tons, Capt. Stewart, from Swatow, with a general cargo.—Douglas S.S. Co.

Jeypore, British str., 3,209 tons, Capt. Calder, from London, with a general cargo.—P. & O. S. N. Co.

Prometheus, British str., 3,391 tons, Capt. Bevan, from Liverpool, which port she left on June 26th, with a general cargo.—B. & S.

Victoria, British str., 1,570 tons, Captain Fishen, from Port Adelaide, with a general cargo.—China & Australia S.S. Co.

Shinfoo, Chinese str., 1,686 tons, Captain Hassel, from Wei-hai-wei, with a general cargo.—San Peh & Co.

Shinno Maru, Japanese str., 1,388 tons, Capt. Harada, from Keelung, with a cargo of coal.—O.S.K.

Sui Fung, British str., 1,945 tons, Captain Gibbs, from Canton, with a general cargo.—B. & S.

Wing Sang, British str., 1,517 tons, Capt. Jowitt, from Manila, with a general cargo.—J. M. & Co.

CLEARANCES.

July 31st.

Chenan, for Shanghai.
Torilla, for Calcutta.

August 1st.

Innsbruck, for Kobe.
Kano Samad, for Haiphong.
Providence, for Canton.
Unmon Maru, for Saigon.
Wu Shan, for Pumpenh.

August 2nd.

Borneo Maru, for Moji.
Cheong Lee, for Foochow.
Chip Shing, for Tientsin.
Chongyu, for Haiphong.
Dunera, for Shanghai.
Hock Lee, for Macao.
Ichang, for Port Courbert.
Kung Ping, for Canton.
Luchow, for Bangkok.
Rokkosan Maru, for Keelung.
Tjitarum, for San Francisco.
Tokei Maru, for Moji.
Tung Shing, for Shanghai.
Yeitai Maru, for Inoshima.

August 3rd.

City of Oran, for New York.
Haihong, for Foochow.
Haitan, for Singapore.
Kam Ying Fat, for Canton.
Kung Hong, for Shanmi.
Kwai Wah, for Tourane.
Kwangsang, for Haiphong.
Kwangtee, for Shanghai.
Loksang, for Haiphong.
Sui Fung, for Shanghai.
Taidin Maru, for Whampoa.
Taisang, for Hoihow.
Tascalusa, for San Francisco.
Telemachus, for Saigon.

PASSENGERS.

ARRIVALS.

Per s.s. *Glensanda*, on August 2nd:—Mrs. L. F. Peckham, Mr. F. S. Pole, Mr. C. E. Powell, Mr. G. Swan, and Mr. J. E. Nielson.

SHIPPING MOVEMENTS.

The R.M.S. *Montcalm* reached Moji on August 2nd, left the same day, and is due at Shanghai to-day.

The R.M.S. *Empress of Asia* reached Nagasaki on August 2nd, left the same day, and is due at Shimidzu to-day.

The T.K.K. s.s. *Tenyo Maru* reached Manila on August 2nd, leaves that port to-day, and is due in Hongkong on Friday morning.

The s.s. *Siraji* left Singapore on July 31st, and is due to arrive on Friday, the 6th inst.

The Ben Line s.s. *Benarty* from Hull, Middlesborough and London, left Singapore for this port on August 2nd, and is due here on or about August 8th.

The s.s. *Monogolian Prince* is expected here from New York on August 5th.

The s.s. *Protesilaus* (Blue Funnel line) left Kuchinotzu on the 2nd inst., for Hongkong, and is due here on the 6th idem.

The s.s. *Rhesus* (Blue Funnel line) left Singapore on the 1st inst., for Hongkong, and is due here on August 6th.

The N.Y.K. s.s. *Toyokashi Maru* (American line) left Shanghai for this port on August 2nd, and is expected here on August 5th.

The N.Y.K. s.s. *Wakasa Maru* (Liverpool line) left Liverpool for this port, *vid* Suez, on July 28th, and is expected here on September 12th.

The N.Y.K. s.s. *Kashima Maru* (American line) left Shanghai for this port on August 3rd, and is expected here August 6th.

VESSELS EXPECTED.

Atsuta Maru (European line), from Japan, due August 9th.
Bombay Maru (Bombay line), due from Bombay August 9th.
Calcutta Maru (Hamburg line), due August 5th.
Dakar Maru (Hamburg line), due Sept. 5th.
Eurypylus, due August 31st.
Kashima Maru (American line), due August 6th.
Knight of the Garter (Blue Funnel line), due September 1st.
Mentor, from Liverpool, due August 22nd.
Monteagle, from Vancouver, due August 6th.
Nagato Maru, from Liverpool, due August 8th.
Shingo Maru (Calcutta line), due August 5th.
Swazi, from Hamburg and Rotterdam, due August 10th.
Tango Maru, from Sydney, due August 20th.
Taian Maru (Bombay line), due August 13th.
Toyokashi Maru (American line), due August 6th.
Yokohama Maru (European line), due August 12th.

HONGKONG TIDE TABLE.

From August 4th to 10th, 1920.

Days of Week or Days of Month	H'kong Standard Time.	Height.	H'kong Standard Time.	Height.
	HIGH WATER.		LOW WATER.	
	h. m.	ft. in.	h. m.	ft. in.
Wed. 4	m 11 73	6 4	m 5 18	2 7
			6 24 a	1 9
Thur. 5	m 0 29	5 7	m 6 9	2 8
	0 24 a	5 8	6 58 a	2 3
Fri. 6	m 1 10	5 4	m 7 17	2 9
	1 26 a	5 2	7 23 a	2 7
Satur 7	m 2 0	5 7	m 8 48	2 9
	2 44 a	4 5	8 10 a	3 1
Sun. 8	m 3 2	5 0	m 10 24	2 6
	4 26 a	4 2	8 56 a	3 4
Mon. 9	m 4 13	5 3	0 2 a	2 1
	6 0 a	4 1	10 3 a	3 5
Tues. 10	m 5 20	5 8	1 9 a	1 6
	7 31 a	4 2	11 27 a	3 6

WEATHER REPORT.

August 3rd, at 12.25.—No returns from Japanese stations.

Pressure has decreased slightly to moderately at all reporting stations; it is below normal over China generally. A typhoon is indicated to the N.E. of Luzon, but owing to lack of observations from the northern part of that island, no definite position can be given.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inch. Total since January 1st, 70.33 inches against an average of 53.08 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	S. and S.W. winds, fresh; cloudy, squally, showery.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 3rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.56	29.52	29.53
Temperature	82	82	84
Humidity	85	86	81
Wind Direction	SW	SW	SSW
" Force	4	5	6
Weather	oq	oq	oq
Rain	—	—	0.05

Highest open-air Temperature on 2nd ...89
Lowest open-air Temperature on 3rd ...81

ON SALE.

"DIRECTORY & CHRONICLE"

OF

CHINA, JAPAN, STRAITS SETTLEMENTS INDO-CHINA, PHILIPPINES Etc.

for 1920

58TH ANNUAL EDITION

containing

1,600 PAGES 14 MAPS.

THE Directory of the Far East.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK via SUEZ	Birmingham City	Brit.	The Bank Line, Ltd.	On 27th inst.
NEW YORK & or BOSTON via PANAMA	Saucon	Am.	The Admiral Line Pacific S.S. Co.	About 15th inst.
NEW YORK via SUEZ CANAL	Akita Maru	Jap.	Nippon Yusen Kaisha	On 26th inst.
NEW YORK via PANAMA CANAL	Egremont Castle	Brit.	Dodwell & Co., Ltd.	About 13th Sept.
NEW YORK via JAPAN PORTS, SAN FRANCISCO &c.	Honolulu Maru	Jap.	Osaka Shosen Kaisha	On 9th Sept.
NEW YORK via SUEZ CANAL	Celtic Prince	Am.	Shewan, Tomes & Co.	Early Oct
SAN FRANCISCO & SEATTLE	Elkton	Am.	The Admiral Line Pacific S.S. Co.	About 6th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap	Toyo Kisen Kaisha	On 19th inst.
SAN FRANCISCO via USUAL PORTS OF CALL	Venezuela	Am.	Pacific Mail S.S. Co.	On 11th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am	China Mail S.S. Co., Ltd.	On 19th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Nile	Am.	China Mail S.S. Co., Ltd.	On 28th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 6th Sept.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c	Toyohashi Maru	Jap	Nippon Yusen Kaisha	On 15th inst. at 11 A.M.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	City of Spokane	Am.	The Admiral Line Pacific S.S. Co.	About 19th inst.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Delight	Am.	Frank Waterhouse & Co.	About 25th inst.
PORTLAND	Coaxet	Am.	The Admiral Line Pacific S.S. Co.	About 22nd inst
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 13th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Ixion	Brit.	Butterfield & Swire	On 16th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	On 21st inst.
MARSEILLES & LONDON via S'PORE PANG &c.	Lahore	Brit.	P. & O.-B. L. & A. L.	About 12th inst.
MARSEILLES via HAIPHONG, SAIGON, S'PORE &c.	Amazone	Fren.	Messageries Maritimes	About 26th inst.
MARSEILLES, HARVE & LIVERPOOL	Rhesus	Brit.	Butterfield & Swire	On 2nd Sept.
LIVERPOOL & MARSEILLES via SINGAPORE, C'BO &c.	Kanagawa Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
HAVRE & LIVERPOOL	Alcinous	Brit.	Butterfield & Swire	On 14th inst.
GENOA, LONDON & ANTWERP	Glentara	Brit.	Jardine, Matheson & Co., Ltd	On 12th inst.
GENOA, MARSEILLES, GLASGOW & LIVERPOOL	Bellerophon	Brit.	Butterfield & Swire	On 20th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Atsuta Maru	Jap.	Nippon Yusen Kaisha	On 10th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	Oanfa	Brit.	Butterfield & Swire	On 17th inst.
LONDON & HAMBURG	Prometheus	Brit.	Butterfield & Swire	On 18th inst.
LONDON, AMSTERDAM & HAMBURG	Protesilaus	Brit.	Butterfield & Swire	On 31st inst.
LONDON, ANTWERP & ROTTERDAM &c.	Alps Maru	Jap.	Osaka Shosen Kaisha	On 7th Sept.
LONDON	Kansas	Brit	The Bank Line, Ltd.	On 10th Sept.
ANTWERP & ROTTERDAM	West Campgaw	Am.	The Admiral Line Pacific S.S. Co.	About 15th inst.
ROTTERDAM & HAMBURG	Foba	Brit.	Butterfield & Swire	Beginning of Sept.
MAURITIUS & DELAGOA BAY	Lindsay Moller	Brit.	Innes & Manu	On 22nd inst.
BOMBAY & COLOMBO	Luzon Maru	Jap.	Osaka Shosen Kaisha	On 20th inst.
STRAITS & CALCUTTA	Laisang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst., at 3 P.M.
BOMBAY & COLOMBO via SINGAPORE	Tenshin Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
SINGAPORE, PENANG, C'BO, BRINDISI VENICE, &c.	Pilana	Brit.	Dodwell & Co., Ltd.	About 9th inst.
SINGAPORE, PENANG & BELAWAN-DELI	Van Waerwyck	Dut.	Java-China-Japan-Lijn	On 13th inst.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at Noon
CALCUTTA & RANGOON via SINGAPORE & PENANG	Penang Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
CALCUTTA via STRAITS & RANGOON	Takada	Brit.	P. & O.-B. I. & A. L.	About 7th inst.
LOS ANGELES, CALIFORNIA, U.S.A.	West Montop	Am.	Los Angeles Pacific Nav. Co.	About 6th inst.
AUSTRALIAN PORTS via MANILA	Victoria	Chi.	The China & Australia S.S. Co.	On 6th inst.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 10th inst.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap	Nippon Yusen Kaisha	On 18th inst., at 11 A.M.
AUSTRALIAN PORTS via SANDAKAN	Eastern	Brit.	P. & O.-B. I. & A. L.	About 18th inst.
SOUTH AMERICAN PORTS via CAPE	Penang Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
SYDNEY & MELBOURNE	Kunajiri Maru	Jap.	Osaka Shosen Kaisha	On 28th Sept.
BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Mexico Maru	Jap.	Osaka Shosen Kaisha	On 13th inst.
VALPA AISO via JAPAN, HONOLULU, SAN F'CISCO &c	Anyo Maru	Jap	Toyo Kisen Kaisha	On 9th Sept.
JAPAN PORTS	Indus Maru	Jap.	Osaka Shosen Kaisha	On 5th inst.
YOKOHAMA	Tijileboet	Dut.	Java-China-Japan Lijn	About 11th inst.
NAGASAKI, KOBE & YOKOHAMA	Tango Maru	Jap	Nippon Yusen Kaisha	On 21st inst., at 11 A.M.
TIENTSIN	Cheongshing	Brit	Jardine, Matheson & Co., Ltd.	On 7th inst., at D'light.
WEIHAIWEI, CHEFOO & TIENTSIN	Kueichow	Brit.	Butterfield & Swire	On 7th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	Andre Lebon	Fren	Messageries Maritime	About 5th inst.
SHANGHAI via SWATOW	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 5th inst., at D'light.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 5th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Jeypore	Brit	P. & O. B. I. & A. L.	On 5th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	Shingo Maru	Jap	Nippon Yusen Kaisha	On 6th inst.
SHANGHAI	Tjikini	Dut	Java-China-Japan Lijn	About 6th inst.
SHANGHAI & TSINGTAO	Tean	Brit	Butterfield & Swire	On 7th inst., at 4 P.M.
SHANGHAI	Choysang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at D'light
SHANGHAI & JAPAN	Hungaria	Brit.	Dodwell & Co., Ltd.	About 31st inst.
SWATOW & SINGAPORE	Linan	Brit.	Butterfield & Swire	On 4th inst., at Noon.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 6th inst., at 2 P.M.
SWATOW & BANGKOK	Chusan	Brit.	Butterfield & Swire	On 10th inst., at Noon.
SWATOW, AMOY & FOOCHOW	Hailocbg	Brit	Douglas Lapraik & Co.	On 10th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 13th inst., at 2 P.M.
HOIHOW, PAKHOI & HAIPHONG	Kaifong	Brit.	Butterfield & Swire	On 5th inst., at 9 A.M.
KEELUNG via SWATOW & AMOY	Kajio Maru	Jap.	Osaka Shosen Kaisha	On 8th inst.
TAKAO via SWATOW & AMOY	Soshu Maru	Jap	Osaka Shosen Kaisha	On 13th inst.
MANILA, CEBU & ILOILO	Taming	Brit	Butterfield & Swire	On 5th inst., at 4 P.M
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd	On 6th inst., at 3 P.M.
JAVA	Haiyang	Dut.	Java-China-Japan Lijn	About 13th inst.
SAIGON, BANGKOK & SINGAPORE	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 1st Sept.

CPOS

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (*Moji) Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
*MONTCALM	Aug. 12	Sept. 5
EMPRESS OF RUSSIA	Aug. 26	Sept. 13
EMPRESS OF JAPAN	Sept. 14	Oct. 5
EMPRESS OF ASIA	Sept. 23	Oct. 11
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
*MONTEAGLE	Oct. 26	Nov. 10
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to HONGKONG OFFICE.

Telephone 752. Cable address: CANPAC.

CANADIAN PACIFIC OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" 15,000 tons "CHINA" 10,200 tons "NILE" 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	"CHINA"	"NILE"
Aug. 19th.	Sept. 24th.	Aug. 28th.

An unsurpassed high-class passenger service.

O. H. RITTER, Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

*"BIRMINGHAM CITY"	via Suez	...	27th Aug.
"NINGCHOW"	via Suez	...	6th Sept.
*"CITY OF DUNKIRK"	via Suez	...	20th Sept.

*calls also at Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

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THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

M.S. "CHILE"

will be loading for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates on the 7th August.

For space and particulars please apply to—

THORESEN & CO.,
AGENTS.

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FOR MAURITIUS & DELAGOA BAY.

S.S. "LINDSAY MOLLER"

sailing on 22nd August.

For PASSAGE & FREIGHT APPLY To—

INNES & MANU,
AGENTS,
15, WYNDHAM STREET.

1173]

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

	For NEW YORK	
"CELTIC PRINCE"	via SUEZ CANAL	Early October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,
Agents.

1111

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS	ABOUT	SAILING	ABOUT
S.S. WEST MONTOP...	Aug. 1st.	S.S. WEST MONTOP...	Aug. 6th.
S.S. WEST HIKA ...	Aug. 22nd.	S.S. WEST HIKA ...	Aug. 25th
S.S. VINITA	Sept. 2th.	S.S. VINITA	Sept. 15th
S.S. WEST HIXTON ...	Oct. 7th.	S.S. WEST HIXTON...	Oct. 10th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif. Hongkong Office:—Prince Building, Chater Rd
Branch Office:—Kobe, Shanghai, Manila, Singapore. Tel. No. 1062.

CHAS. E. RICHARDSON
General Agent for South China

4221

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" Sailing August 6th.
"HWAH PING" September 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
11Z, Connaught Road Central.

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AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA (DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—
THE BANK LINE, LTD.,
Managing Agent.
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"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
to
UNITED KINGDOM AND CONTINENT.

LONDON "KANSAS" 10th Sept.
LONDON "SWAZI" 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.
or to REISS & Co., CANTON.
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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail	
SWATOW and SINGAPORE	"LINAN"	On 4th Aug.,	Noon.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 5th Aug.,	9 A.M.
SHANGHAI	SINKIANG"	On 5th Aug.,	Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 5th Aug.,	4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 7th Aug.,	4 P.M.
SHANGHAI & TSINGTAO	"TEAN"	On 7th Aug.,	4 P.M.
SWATOW and BANGKOK	"CHUSAN"	On 10th Aug.,	Noon.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.
☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.
TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	FRIDAY.	6th Aug., at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	TUESDAY,	10th Aug. at 2 P.M.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	13th Aug., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & CO.,
General Manager.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement		Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON"	22,000	On or about 5th Aug
	"PAUL LECAT"	20,000	On or about 15th Aug
	"ARMAND BEHIC"	10,000	On or about 4th Sept
MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ CANAL, PORT-SAID	"AMAZONE"	10,000	On or about 20th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
For full particulars regarding sailings, etc., apply to—
R. RODENFUSER
Acting Agent,
Queen's Building.
TELEPHONE 740.

P. & O. - BRITISH INDIA. APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE" (Cargo)	5,200	19th Aug	Marseilles, London & Antwerp
"KALYAN"	9,000	15th Aug.	Marseilles, London & Antwerp
"PLASSY"	7,400	26th Aug.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Sept	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	17th Aug.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	18th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JEYPORE"	5,500	5th Aug. Noon.	Shai, Moji, Kobe & Yokohama.
"JAPAN"	6,100	9th Aug.	Shanghai & Japan.
"PLASSY"	7,400	10th Aug.	Shanghai only.
"KHIVA"	9,000	17th Aug	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 5ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day pre ious to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG
—Monthly directly service via Singapore and Port Said.
"ALPS MARU" ... (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.
"MEXICO MARU" Friday, 13th Aug.
"CHICAGO MARU" Thursday, 9th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore
"LUZON MARU" Friday, 20th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service
"SHISEN MARU" Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.
"KUNAJIRI MARU" Friday, 15th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA
Regular, fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway
"AFRICA MARU" Saturday, 21st Aug.

SAN FRANCISCO & NEW ORLEANS.
"BORNEO MARU" Wednesday, 1st Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" Thursday, 9th Sept.

NEW ORLEANS LINE.
JAPAN PORTS—Moji, Kobe, Nagasaki & Yokohama.
"INDUS MARU" Thursday, 5th August.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"KAIJO MARU" Sunday, 8th August.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" Thursday, 12th August
For sailing dates and further particulars please apply to:—
Y. YAMAUDA,
Manager,
No. 1, Queen's Building.
Tel. No. 744 & 745. 21

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	...Aug. 12th.
SHINYO MARU	22,000	...Sept. 6th.
PERSIA MARU	9,000	...Sept. 17th.
KOREA MARU	20,000	...Sept. 30th.
SIBERIA MARU	20,000	...Oct. 12th (from Yokohama)

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 8th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—
Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton:
MESSRS. T. E. GRIFFITHS, LTD. [35

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe).
"CITY OF SPOKANE" About Aug. 19th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).
"COAXET" About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.
"ELKTON" About Aug. 6th.

Through Bills of Lading issued to Overland Common points.
For Freight and Particulars apply to
THE ADMIRAL LINE.
TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

THE BARBER S.S. LINES, INC.
THE ADMIRAL LINE.
Freight Service to Europe

Regular Service to
ANTWERP and ROTTERDAM.

S.S. "WEST CAMPGAW" ... about Aug. 15th.
S.S. "EASTERLING" about Sept. 15th.

For Freight Space and Particulars apply to—
THE ADMIRAL LINE

Telephones.	AGENTS.	5th Floor,
2477 & 2478		Hotel Mansions

111s

SERVICE to UNITED STATES
NEW YORK and/or BOSTON
via Panama

S.S. "SAUCON" about 15th Aug.
S.S. "CAPE MAY" about 15th Sept.

For freight space and particulars apply to :—
BARBER STEAMSHIP LINES, INC.,
THE ADMIRAL LINE

TELEPHONES	AGENTS	5TH FLOOR
2477 & 2478		HOTEL MANSIONS

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POST OFFICE NOTICE.

The Private letter boxes at the G.P.O. will be closed while undergoing a General overhaul from 1st to 7th August.

During this period boxholders' correspondences will be delivered to properly authorised messengers at the back counter of the G.P.O.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
U.S.A. and Manila	*Venezuela*	4th Aug.
Shanghai	*Tean*	4th Aug.
Manila	*Tenyo Maru*	4th Aug.
Straits and Calcutta	*Shingo Maru*	5th Aug.
Straits	*Calcutta Maru*	5th Aug.
Europe (via Negapatam)	*Namsang*	5th Aug.
Japan	*Toyohashi Maru*	6th Aug.
U.S.A. and Japan	*Kashima Maru*	8th Aug.
Straits	*Nagato Maru*	8th Aug.
Bombay	*Bombay Maru*	9th Aug.
Shanghai and Japan	*Atsuta Maru*	9th Aug.
Straits	*Yokohama Maru*	12th Aug.
Bombay	*Taian Maru*	13th Aug.

OUTWARD MAILS.

For	Per	Date
Formosa via Takao	*Tama hima Maru*	Wednesday, 4th, 9.00 A.M.
*Swatow	*Hock Lee*	Wednesday, 4th, 11.00 A.M.
*Swatow and *Straits	*Linan*	Wednesday, 4th, 11.00 A.M.
Straits and Bangkok	*Haitan*	Wednesday, 4th, 1.00 P.M.
Straits, Bangkok, Bombay and Aden	*Burrumbut*	Wednesday, 4th, 4.00 P.M.
*Swatow *Shanghai and *North China	*Kiangsang*	Wednesday, 4th, 5.00 P.M.
Fort Bayard, Hoihow and Haiphong	*Hanoi*	Wednesday, 4th, 5.00 P.M.
*Hoihow, Pakhoi and *Haiphong	*Kaifong*	Thursday, 5th, 8.00 A.M.
Saigon	*Glymont*	Thursday, 5th, 11.00 A.M.
Shanghai, N. China and Japan via Moji	*Jeypore*	Thursday, 5th, 11.00 A.M.
Swatow	*Tjilatjap*	Thursday, 5th 11.00 A.M.
Shanghai, and North China	*Sinkiang*	Thursday, 5th, 11.00 A.M.
Amoy and *Philippine Islands	*Taming*	Thursday, 5th 3.00 A.M.
Shanghai, N. China and Japan via Kobe	*Andre Lebon*	Thursday, 5th, 4.30 P.M.
Swatow, Amoy, and Foochow	*Haiching*	Friday, 6th, 1.00 P.M.
Philippine Islands	*Loongsang*	Friday 6th, 2.00 P.M.
Tientsin	*Chongching*	Friday, 6th, 5.00 P.M.
Shanghai and North China	*Chowpang*	Saturday, 7th, 9.00 A.M.
Weihaiwei, Chefoo and Tientsin	*Kuetchow*	Saturday, 7th, 3.00 P.M.
Shanghai and North China	*Tean*	Saturday, 7th, 3.00 P.M.
Sandakan	*Hinsang*	Sunday, 8th, 11.00 A.M.
*Swatow and *Bangkok	*Chuan*	Tuesday, 10th, 11.00 A.M.
Swatow, Amoy and Foochow	*Hai Loong*	Tuesday, 10th, 1.00 P.M.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central & South America, and Europe via San Francisco	*Tenyo Maru*	Thursday, 12th. Registration 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Foochow	*Hai Hong*	Friday, 13th, 1.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST SERVICES.

LONDON SERVICE
(Direct).

"PROMETHEUS"	17th Aug.	London & Hamburg
"OANFA"	17th Aug.	London, Amsterdam & Antwerp.
"PROTESILAUS"	31st Aug.	London, Amsterdam & Hamburg.
"ACHILLES"	9th Sept.	London, Amsterdam & Antwerp
"LYCAON"	20th Sept.	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"ALCINOUS"	14th Aug.	Havre & Liverpool.
"BELLEROPHON"	20th Aug.	Genoa, Ms'lles, L'pool & Glasgow.
"RHESUS"	2nd Sept.	Marseilles, Havre & Liverpool.
"CYCLOPS"	11th Sept.	Genoa, Ms'lles, L'pool & Glasgow.

PACIFIC SERVICE
(via Kobe and Yokohama).

"IXION"	16th Aug.	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	30th Aug.	
"TYNDAREUS"	6th Oct.	

NEW YORK SERVICE
(via Suez or Panama).

See separate Joint advertisement.

FOR FREIGHT AND FURTHER INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
AGENTS.

1241]

ASIA BANKING CORPORATION
AN AMERICAN BANK.

Capital $4,000,000. Surplus $1,100,000.

Head Office: New York, U.S.A.

BRANCHES:

SHANGHAI	TIENTSIN	MANILA	PEKING
HANKOW	CANTON	CHANGSHA	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

D. M. BIGGAR,
Hongkong Manager.

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COMMERCIAL.

OPENING QUOTATIONS.

	August 3rd.
On London.—	
Telegraphic Transfer	4/-½
Bank Bills, on demand	4/-½
Bank Bills, at 3 days sight	4/-½
Bank bills, at 4 months' sight	4/1½
Credits, at 4 months' sight	4/2¾
Documentary Bills, 4 months' sight	4/3½
On Paris.	
Bank Bills, on demand	
Credits, 4 months' sight	1060
On New York.—	
Bank Bills on demand	nom.
Credits, at 60 days sight	77½
On Bombay.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On Calcutta.—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom.
On Shanghai.—	
Bank bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama.—On demand	148½
On Manila.—On demand—Pesos	165½
On Singapore.—On demand	175
On Batavia.—On demand	206
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	58
Sovereigns, Bank's Buying rate	$ 4.85 n.
Gold Leaf 100 fine, per tael	$34.80
Bar Silver per oz	56¾d

Subsidiary Coins.

	Per cent.
Hongkong...20 cents piece	$0.00 Discount.
Hongkong...10 "	0.15 "
Canton 20 "	9.80 "
Canton ...10 "	0.00 Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. La CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF TAIWAN LIMITED
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 37,500,000
Reserve Funds	" 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

Hongkong Branch,
3, Des Voeux Road, Central,
Hongkong, November 1st, 1919. [43

THE MERCANTILE BANK OF INDIA, LIMITED

Head Office: 15, Gracechurch St., London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bhara Port Louis (Mauritius)

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong June 30th, 1920 [44



ARE MADE FROM THE HIGHEST COST AND MOST DELICATELY FLAVOURED

TOBACCO

GROWN IN VIRGINIA.

SOLD IN AIR-TIGHT TINS OF 50 CIGARETTES AND OBTAINABLE AT ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. Parr—Chairman.
A. H. Compton, Esq.—Deputy Chairman.
G. M. Dodwell, Esq. | Hon. Mr. J. Johnstone.
G. T. M. Edkins, Esq. | A. O. Lang, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Acting Manager:
Shanghai—G. H. Stitt, Esq.

London Bankers:
London County and Westminster & Parr's Bank, Limited.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920. 6

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorized Capital	F. 250,000,000
Subscribed Capital	F. 150,000,000
Paid Up	F. 75,000,000
Subscribed by the Government of the Chinese Republic	F. 50,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. Pong Wai Ting, Chairman.
Mr. Chow Shou Son, | Mr. Kan Ying Po,
Mr. Li Koon Chun, | Mr. Mok Ching Kong,
Mr. Fung Ping Shan, | Mr. Wong Yun Tong,
Mr. P. K. Kwok, | Mr. Chan Ching Shek,
Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.
Hongkong, February 19th, 1920 [106

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

Bankers,
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [76

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 56

THE BANK OF CHINA
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,600.00
Reserve Funds	3,197,400.00

HEAD OFFICE—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE FEI,
Manager
Hongkong, February 6th, 1920. 84

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Great Varieties of used and unused

POSTAGE STAMPS.

Single, Sets, Packets, Bags, and On Approval Books

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GRACA & CO.,

Dealers in Postage Stamps, Post Cards, Seeds, Toys, &c., &c.

No. 10, WYNDHAM STREET,
HONGKONG.
P.O. Box, 620. [6

香港華商總會報
HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the
CHUNG NGOI SUN PO
(Chinese *Daily Press*)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE

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